Issue No. 16

June 1958

AIR COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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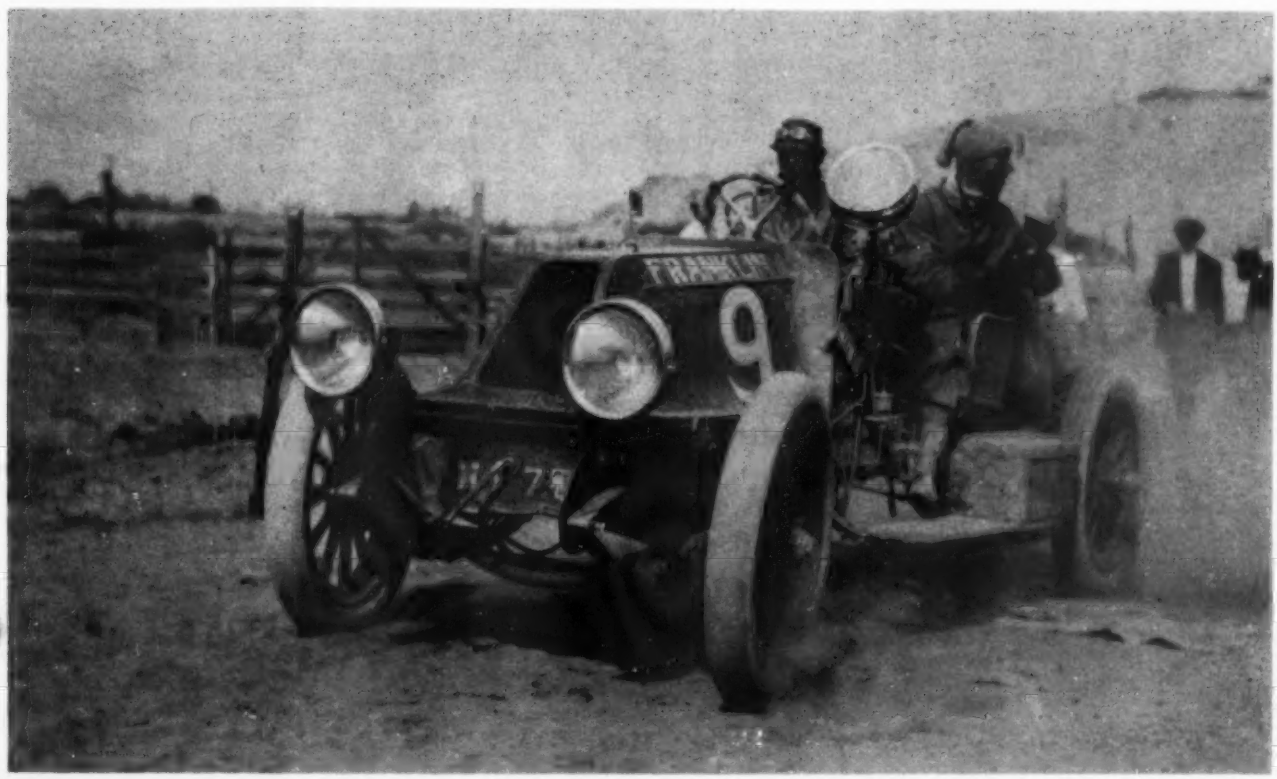

THE H. H. FRANKLIN CLUB

Announces

THE FIFTH TREK

SYRACUSE, NEW YORK

FRIDAY and SATURDAY

AUGUST 15-16

Registration will be from Thursday afternoon until late Friday afternoon.

The Advisory Board will meet in the President's room Thursday evening.

The Coffee shop will set aside tables for our group for Thursday evening, Friday noon and Friday evening.

Friday afternoon we will drive in a group to a city park where we will participate in the selection of the State Fair Queen.

Annual Meeting of the Club, followed by a smoker at the Onondaga Historical Association, on Friday evening.

Late Saturday morning will be a twelve mile drive to another park where a barbecue luncheon will be served.

The cocktail party and the Annual Dinner will be held at the Hotel Syracuse Saturday evening. Mr. Carl Doman will be the speaker.

Headquarters will be the Syracuse Hotel

Come in a FRANKLIN if you can, but COME if you have to walk

AIR COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

VOL. VI, No. 1 JUNE 1958

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There were few builders of motor cars who stuck as unswervingly to their major principles as did Franklin, yet withal Franklins may be separated into periods that might simulate the various generations of a family. The fundamentals of the family remain but the faces and many of the characteristics change. The founding generation, the cross engines, were a tribe unto themselves, then came the round hoods, followed in a few years by the Renault branch of the family. In many ways these might be considered the most interesting family group, the last of the "old folks", for the succeeding younger element succumbed to "fashion" and, outwardly, tried to pretend they were just like everybody else.

We hope we may be forgiven by many of you if we deplore the late generation's aping of the watercoolers rather than making a more staunch defense of their air cooled birthright and their unsurpassed opportunities for a really distinctive automobile. The gradual "keeping up with the neighbors" reached its dismal ending with the V-12, a fine Franklin engine marooned in a three ton car.

So we dedicate this issue to the last of the "old folks".

Our cover picture shows Ralph Hamlin in his 1912 D, leaving the Yuma control for the last lap of the Desert Race.

The rear cover drawing is from the 1913 catalogue and shows a Little Six in attractive surroundings.

We had intended that this number should feature the Renault period of Franklin but had included in the plan certain other varied stories and pictures. We asked Fenton Meredith to work up the major story. He did, he surely did. This fierce partisan drove into our mountains from the flats of Ohio with a bound manuscript and practically dared us to cut it. It looked pretty bulky and the instinct of an editor, even an amateur one, was to riffle the pages and see where he could throw some of it away. A calm study of the article, after Meredith sailed away, convinced us that it certainly must not be cut. So, Number 16 will become a real treat for those who love this era. We are holding over much that should have appeared now to make room for this unabridged work.

That great champion of the Classic Franklin, the founding Editor, Tom Hubbard has promised us a really fine article on that period for the coming issue. No, Tom did not promise that it would be a "fine" article, we are promising you that any story he releases to us will meet that grading.

In all the professions, the arts and every field of human endeavor, somewhere, sometime, some person must reach the top. In so many of these fields this one top leader is disputed and it will remain for history to sift the candidates and bring out in sharp focus the rightful leader.

Where this endeavor is directed toward the capturing of the spirit of the automobile there seems to be little fog, one name stands clear, Peter Helck.

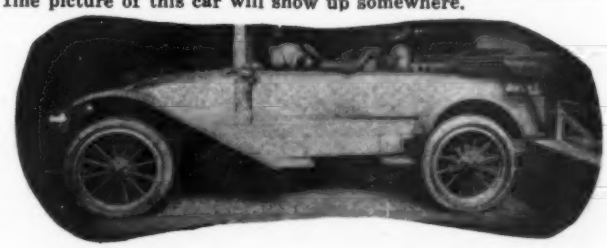
While known to the country at large as an artist and illustrator with a mastery of many fields and subjects, to us Peter Helck means old automobiles. Somehow he squeezes into his demanding schedule time to devote actively to the affairs of the old car clubs, not only his generous sharing of his artistic gifts to grace the various publications but also to participate with his famous Old 16.

So, somehow, despite the tremendous pressure of his professional commitments, his work for the larger clubs and the vicissitudes of a very serious accident he has graciously honored us with one of his spirited drawings. In the drawing made for us Mr. Helck has chosen a scene from one of Franklin's triumphs, the great 1906 Transcontinental.

We could not bring ourselves to deface this wonderful print, so it is included as an unstapled insert.

Every now and then you hunt all over the country for good pictures or some needed material with no success. After a time you go ahead and print the mediocre stuff you have, then, and only then you manage to land fine pictures or other data. It happened to Hubbard who tried to find some good pictures of the four wheel drive Pikes Peak racer, he had to print a pretty poor shot of it, now we have printed some wonderful shots of that from the Baker collection. It happened to us when we tried to find good pictures of the special Torpedo made for Mr. Franklin. Hubbard had to use the rather poor ones we dug up. Some time ago we received from member Ralph Hamlin a bound collection of a dozen pictures of this car, wonderful photographs made over forty eight years ago, yet so sharp that a vagrant house fly shows clearly near a door in one picture.

So, once again we are much indebted to Ralph Hamlin for his assistance to ACN and the Club in general. We are told that it used to be a saying in the Sales Department, "Show it to Ralph. if he likes it it will sell." Perhaps that is why this wonderful album was presented to him by Mr. Franklin. Mr. Hamlin regrets that he cannot locate a good picture of his own Torpedo of this type, but we managed to find a small and poor picture of it that we are using anyway. Who knows, maybe a fine picture of this car will show up somewhere.



The Hatch Affair

A customer of mine really started it.

Johnny Banks and I were salesmen for the Franklin Motor Car Company of Newark, New Jersey. Johnny and I made a number of trips together to get some publicity for the Franklin and just for the fun of it. I was sort of the promoter and Johnny always did the driving. He just steered and laughed and sang while I did the navigating and arranged all the details. Mr. Art Schlobohm was the President of our company and was always willing to back and finance Johnny and me on these trips.

Johnny Banks was, and is, a wonderful driver and a wonderful person. Good old Johnny Banks, he always said he was born on the oyster shells, "Where the Wright Brothers took off," actually he was born in Elizabeth City, North Carolina. He is a whiz on the "gitar" and, I think, one of the finest chefs in America. Just to get some publicity for the 9-B we decided to try for a round trip record between New York and Montreal, Canada. The 9-B is none too fast so when Ernie Johnson, Sales Manager at Syracuse, told Art Schlobohm that his car would do 52 MPH, Art told us to go up to the factory and get it and to put oversize tires on the rear wheels for still more speed.

We actually made the two way run on Armistice Day in 1919. Our consumed time of 24 hours and 10 minutes was a new record for a round trip Montreal run. We got lots of good publicity on the Montreal run in the local Newark newspapers and the automobile trade in general as we were outselling a lot of the competition at that time*. One day this customer of mine, Mr. Jerry Vogeler who was in the mayonnaise business, to whom I had sold a 9-B Brougham was sitting in the stock board room of Eisle and King, stockbrokers in Newark. He happened to be sitting beside Mr. Frank Hatch when the subject of the Franklin Company and all the Montreal publicity came up. Says Mr. Hatch, "Those fellows are nuts, Why I've got a McFarlan that can wipe those fellows off the map for any amount of amount they want to bet!"

"Is that so", says our friend Jerry, "How would you like to meet Banks and Miller? I'll call them up", which he did forthwith. This resulted in a lot of argument and finally Mr. Hatch put up $2500 cash in escrow at the broker's office. Art and the rest of the fellows at the Franklin Company matched this money and the race was on. We finally arranged the details and the race was to start from 245th Street and Broadway, New York at midnight on June 30th, 1920.

When the night of the race came we got together at the starting point and then tossed a coin to decide who started first. We won. Hatch was to start one hour later and try to eat up that hour.

The way it was arranged a friend of Hatch's was to ride with us and one of our friends was to ride with him. Harry Merchant of the Goodrich Tire Company and James R. Getty of "MOTOR" rode with us as observers for Hatch. We had Colonel Edgar B. Ward, whom we always just called Doc Ward, to ride with Hatch as our representative.

Of course the McFarlan was a very powerful car and much faster than our 9-B so all we were really betting on was the remarkable riding qualities of the Franklin with its full elliptic springs and the "lumber frame" as Hatch called it. We figured that this was enough to win over the terrible rough roads we had to cover. The Franklin was "light on its feet", the whole rear end assembly only weighed 275 pounds, wheels, tires and all, a real toe dancer compared to the truck Hatch was driving which made a fellow swallow his "uppers" on the roads he had to travel. We figured that Mr. Hatch's morale was beginning to slump before the start so to help lower it some we showed him under the front seat of the Franklin, we were carrying no tools whatever, not even a jack or a pump. We didn't have a spare tire either and assured him that Franklins just didn't blow out tires. Just five minutes before time to start I offered to bet Hatch another hundred dollars that he would never see our tail light again after we left. He said, "Miller, now I know you are crazy." But he wouldn't make that extra bet, so we kissed him goodby and started.

We had planned and practiced the trip pretty carefully and the log, which I kept strapped to my knee, shows that we kept pretty close to our planned schedule. Of course some of the entries I made banging over the roads at more than fifty miles an hour are kind of hard to make out.

Banks as a Composer

As I said Johnny loved to sing and while busting through the Adirondacks he sang at the top of his lungs a parody he had composed on that fine old tune, "She'll be comin' 'round the mountain. when she comes". Johnny's version went this way:

We are comin' round the mountain,
Mr. Hatch
We are comin' round the mountain,
Mr. Hatch
We are comin' round the mountain,
and all your dough we're countin',
Mr. Hatch

Police and other things

There were a lot of funny incidents along the way, including certain physical problems encountered by Getty while travelling at fifty miles an hour, also our entry into Plattsburgh.

We had been warned one time, after we had established a record from New York City to Boston, by the New York State authorities against racing over their roads, so when the first person seen as we approached Platsburg's center was the Chief of Police we thought we were pinched for sure. But the Chief waved us on and so did the crowds on the sidewalks. Arthur Dewey, the local Franklin dealer, had it all fixed. We had told him on our trial run the day and minute we were due so he took care of everything. The Franklin dealer from Glens Falls had just wired Dewey that Hatch had not yet passed through his town. So we knew it was "in the bag", as you can see by the distance between these two towns on our strip map. So we just coasted into Montreal, counting over Hatch's twenty five hundred, and old Banks laughing his head off. At Montreal we were met by many friends we had made during our previous run, including M. Henri Lintault of the Legare Automobile Company. the Montreal dealers. These friends took us to the Queens Hotel where we were royally entertained.

Bad rumors about Hatch

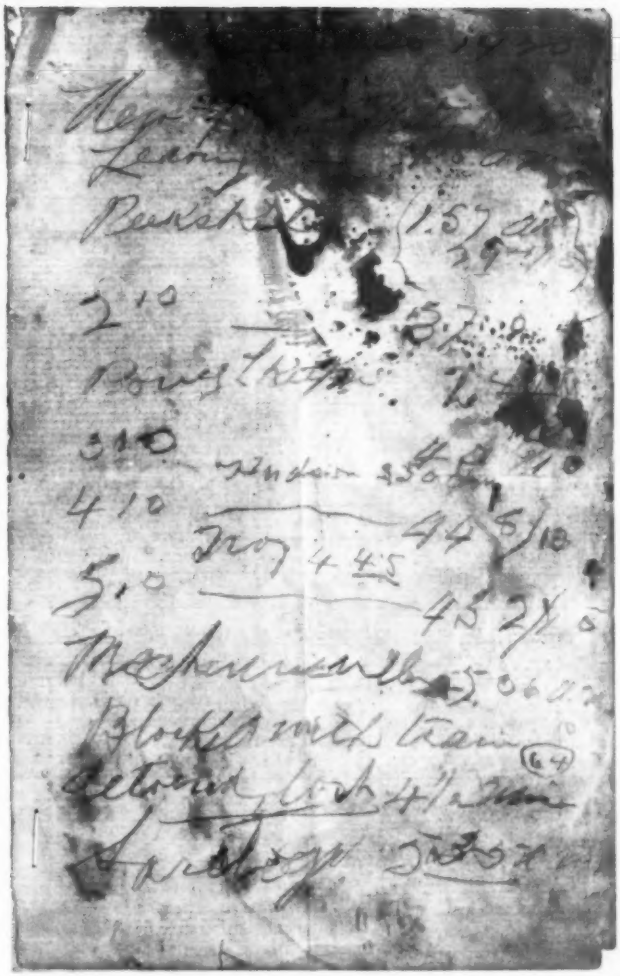
We heard that Mr. Hatch had collapsed from sheer exhaustion near Glens Falls and the Canadian papers mentioned sort of vaguely that he had "suffered a mishap". It was many years later before we knew exactly what the story was, then all we knew for sure was that he did not finish at all.

When we finally turned back for Newark we just loafed along and enjoyed ourselves. We took a slightly different route by taking the Chazy Ferry across Lake Champlain into Vermont. Drove at comfortable speeds and spent much of our time patting each other on the back and planning what to do with Hatch's money. When we finally got back to Newark we went down to the stockbrokers office and met Mr. Hatch. He proved to be a good sport and willingly paid off the bet, which was still in the safe at the office of Eisle and King.

Our elapsed time on this run was 9 hours and 52 minutes, which was a record that stood for some time. The actual running time was twenty five minutes less than that. The official time gave us an average of 40.35 MPH for the 398 miles. The running time average was 41.6, and that was with a car whose top speed was very little over 50 MPH.

What really happened

Last June I invited the old Franklin organization to a get together at the "Franklin Old Timers Club", which was really the Manasquan Golf and Country Club, and they all responded.



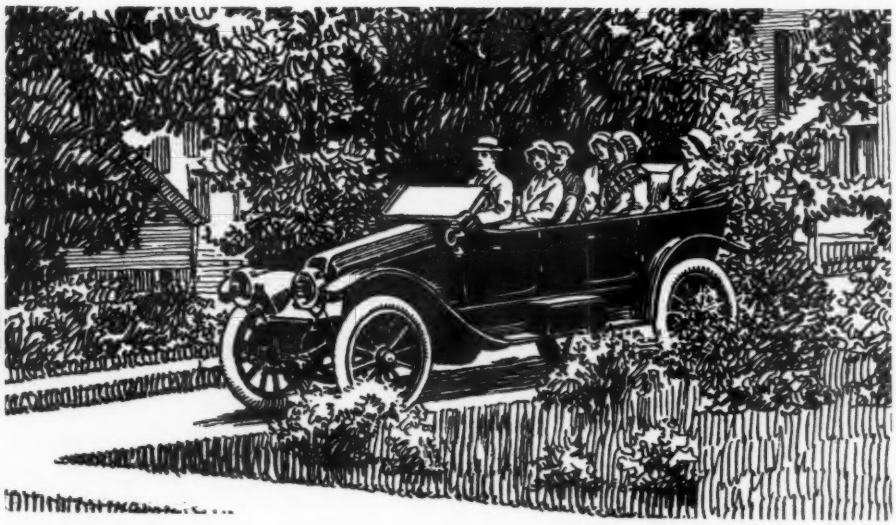
During this party I asked Doc Ward to tell me just exactly what had happened to Hatch. Doc said that after bouncing around over those terrible roads for about six hours, Hatch suddenly said, "To Hell with this stuff, I've had enough", wherewith he turned around and went home with his McFarlan. So there was no "mishap" and he didn't exactly collapse but the pounding that monster of a Macfarlan gave him was too much'** despite its great advantage in speed and power. Mr. Hatch was a retired gentleman who was said to be quite successful at the broker's office but when he tried to "buck" the Franklin crowd he was out of his class and lost his shirt.

Leonard A. Miller
1958

*This seems to be an understatement. We have read a letter to Leonard Miller from John Wilkinson congratulating him on being the winner of a national sales competition around this same time. . . . Ed.

**The McFarlan of that time was a hugh T head of around four and a half inch bore, said to achieve about 75 MPH and weighing just short of 5,000 pounds. Mr. Hatch must have taken a fearful beating over those rough roads before he finally gave up near Glens Falls. . . . Ed.

THE THIRD GENERATION



A Study of the Renault Period by Fenton Meredith

FOR five years the House of Franklin had been ruled by the Round Hood, then in 1911 a new seignior appeared, the Renault, to reign in its turn for six more years. Various stories have been told about the adoption of this hood design by Franklin, one such story that does not happen to be true concerns a car now owned by a member. This car's past owner had a 1910 Model H fitted with a Renault type of hood while on an extensive tour of France and the Continent. Then, the story relates, they showed it to Mr. Franklin on their return and he immediately decided to adopt it for his next cars. The story is slightly leaky as the car did not return to the States until after Franklins of 1911 were on the roads and also a Torpedo with a Renault hood had been delivered to Ralph Hamlin in 1910. Probably the truth of the Renault hood legend is merely that it was recognized by Mr. Franklin and others in his organization as a very attractive style that was perfectly adapted to air cooling. So it was borrowed without more ado. No one in the Franklin organization has ever suggested that it originated with them.

The Renault hood era officially began in August, 1910, with the "Tenth Annual Announcement" of Franklin "The Car Beautiful". This treatise (or Tirade) on the period came into being by a very circuitous chain of events.

All antique car interest must be basically a sort of subconscious nostalgia. I suppose the basis in the author's particular case stems from being lulled to sleep as a babe in arms in a Franklin Little Six-30 Roadster (or, as in the catalog, Two Passenger Victoria Phaeton) Series 3. Then, as I grew older, I heard more and more about this car and became intensely interested in all things to do with automobiles, but, always, the 1912-13 Franklin was as firm an article of faith as the Declaration of Independence or The Ten Commandments.

The 1912-13 Franklin was my father's first car and he always maintained that it was the best car he ever owned. My first interest in "old" cars, other than in a very general way, began with a desire to build an accurate scale model of that Series 3 Roadster, and I joined first the VMCCA, then HCCA, and finally AACA in hopes of collecting data from which to build the model. Many people were kind in furnishing various related information and the model is well started; believe it or not, I expect someday to finish it.

Among those who furnished information on that era were Dr. Boyer, Frank Gardner, Laurence Stillwell, Edward Hinman and last but not least, our Editor, Arthur Amick, who laboriously made photographic copies of much of his precious Franklin literature; he was also the principle factor in the author's wavering from the path of virtuous model building and plunging into the sea of "Antique" ownership from which there is no salvation.

My first acquisition, in which I was aided by Mr. Amick, was my 1916 Series 8 Touring, which I took as the nearest thing to the 1912-13 Six-30 that was then available. Later I obtained my little 1911 Model "G" four passenger Touring which is now completely restored, thanks to Earl Buchman and Stan Wilkinson. Thus, I have one of the earliest Renault hood cars, and one of the last built. The 1911 Model "G"s ran from Serial #12401 to #12775; my car is Serial #12429, and Series 8 (1916) Serial No. s (for Tourings) ran from #21981 to #25234; my Series 8 is Serial #25017.

Now, to return to the 1911 Renault hood cars.

For 1911, the Franklins were:

Model H Serial No's. 9501 to 9570
48 Horse Power
6-4½" x 4½" Cylinders
133" W. B. Touring Cars (7 Pass.)
126" W. B. Torpedo—Phaetons & Special 5 Pass. Touring
37" x 5" Tires—Front, 38" x 5½" Tires—Rear.
Carrying capacity of tires nearly 2000 lbs. in excess of load.
Touring Cars—Royal blue with light striping and black guards.
Torpedo Phaetons—Battleship grey, with light grey striping and grey guards.
Brass trimmings are used on touring cars and nickel trimmings on torpedo-phaetons.
Torpedo-phaetons upholstered with special goat skin, a rich mottled brown in color; touring cars upholstered with hand buffed black leather.

Model D Serial No's. 14001 to 14279
38 Horse Power
6—4" x 4" Cylinders
123" W. B., all body types
36" x 4½" Tires—Front, 37" x 5" Tires—Rear.
Carrying capacity of tires about 1500 pounds in excess of load.
Touring cars, limousines and landaulets are royal blue, with light blue striping and black guards.
Torpedo-phaetons are battleship grey with light grey striping and grey guards.
Brass trimmings are used on open cars, limousines and landaulets and nickel trimmings on torpedo-phaetons.
Torpedo-phaetons upholstered with special goat skin, a rich mottled brown in color; open-body cars with black hand-buffed leather.

Model M Serial No's. 15001 to 15174
25 Horse Power
4—4" x 4" cylinders
108" W. B., all body types
34" x 4" Tires—Front, 34" x 4½" Tires—Rear.
Carrying capacity nearly 1000 pounds in excess of load.
All bodies (5 Pass. Touring, 2 Pass. Torpedo-phaeton, 7-Pass. Limousine and Landaulet) are royal blue with light blue striping and black guards.
Both open and closed cars have brass trimmings.
Touring cars upholstered with black, hand-buffed leather.

Model G Serial No's. 12,401 to 12,775
18 Horse Power
4—3⅜" x 4" (stroke) cylinders
100" W. B., all body types
32" x 3½" Tires—Front, 32" x 4" Tires—Rear. Carrying capacity nearly 500 pounds in excess of load.
All bodies (4 Pass. Touring and 2 Pass. Torpedo-Phaeton) are royal blue, with light blue striping and black guards.
Both Touring cars and Torpedo-Phaetons have brass trimmings.
Upholstery of both types is black hand-buffed leather. Here, if I may, a word about striping on my 1911 Model "G"; though the catalog data specifies light blue striping, our late, loved John Burns, when I asked about color combinations, said it should be a deep blue with fine gold striping, and when Stan Wilkinson disassembled the car for restoration, he found unmistakable gold stripes under the rear number plate on the cross sill. The restored car will have gold striping.*

Also built in 1911 were:

Model K Taxicabs—Serial No's. 10,104 to 10,117.
Model L Trucks—Serial No's. 11,043 to 11,131.

The Leeds Chessirs, California members in their 1911 G. A very nice restoration by Los Angeles member Bill Marshall

The big change for 1911 was, of course, the adoption of Renault hood styling as opposed to the round "Barrel" hood used on previous models.

Mechanically, the greatest change from 1910 was the return to two separate valves in the head, one intake, the other an exhaust; the auxiliary exhaust valve low on the side of each cylinder was retained.

*The statement of Mr. Burns and the subsequent findings of Mr. Stanley Wilkinson are interesting. We do not remember ever seeing, in their own day, a Franklin with gold striping. Also the only 1911 Torpedo Phaetons (Two Ds) we ever saw had ivory striping, not light grey. . . . Ed.

*A questionable improvement. You could no longer operate your engine with the hood up or off more than a minute or so. A better arrangement might have been a quick detachable type of side doors. . . . Ed.

The barrel-type aluminum crankcase with separate splash chambers below each cylinder for the connecting rods to dip into was retained, but with a change to a drilled crankshaft and oil pockets above each main bearing into which the Hancock oiler fed instead of feeding the splash chamber as previously.

The side doors used on the sides of the air jackets of 1910 motors (which the first "downdraft" flywheel suction fan cooled motors) were eliminated; the space from the sheet metal deck to the frame rails was closed by the hood sides.* The magnetos were retained by a strap and thumb nut, more easily serviced than when anchored with cap screws as formerly. Trap doors were fitted in the mud pans to facilitate carburetor adjustment. Semi-floating axles are used on all cars, with Timken tapered roller bearings at the rear wheel on all except Model G, which retained annular ball bearings.

The 1912 Franklins--Series I

(First use of series number designation.)

Model H Serial No's. 9601 to 9660
38 Horse Power
6—4" x 4" cylinders
126" W. B., all body types.
37" x 5" Tires—Front & Rear (Silvertown Cord)
Touring Car (7 Pass.)—Royal blue with light blue stripes and black guards.
Limousine (7 Pass.)—Deep Purple with black mouldings and guards.
Metal trimmings are in nickel and black.
Touring car upholstered in black leather; drivers seat of limousine black leather, interior, cloth.

Model D Serial No's. 14 401 to 14,627 (Series 1)
38 Horse Power
6—4" x 4" cylinders
123" W. B., all models
36" x 4½" Tires—Front
37" x 5" Tires—Rear
Touring Car (5 Pass.)—Royal Blue with light blue stripes and black guards.
Torpedo-Phaeton (4 Pass.)—Tan with dark tan trimmings.
Metal trimmings on Touring in nickel and black.
Metal work on Torpedo-Phaeton in nickel and color to match body.
Touring car upholstered in black leather.
Torpedo-Phaeton upholstered in natural grain leather, brown in color. (Pigskin . . . Ed.)

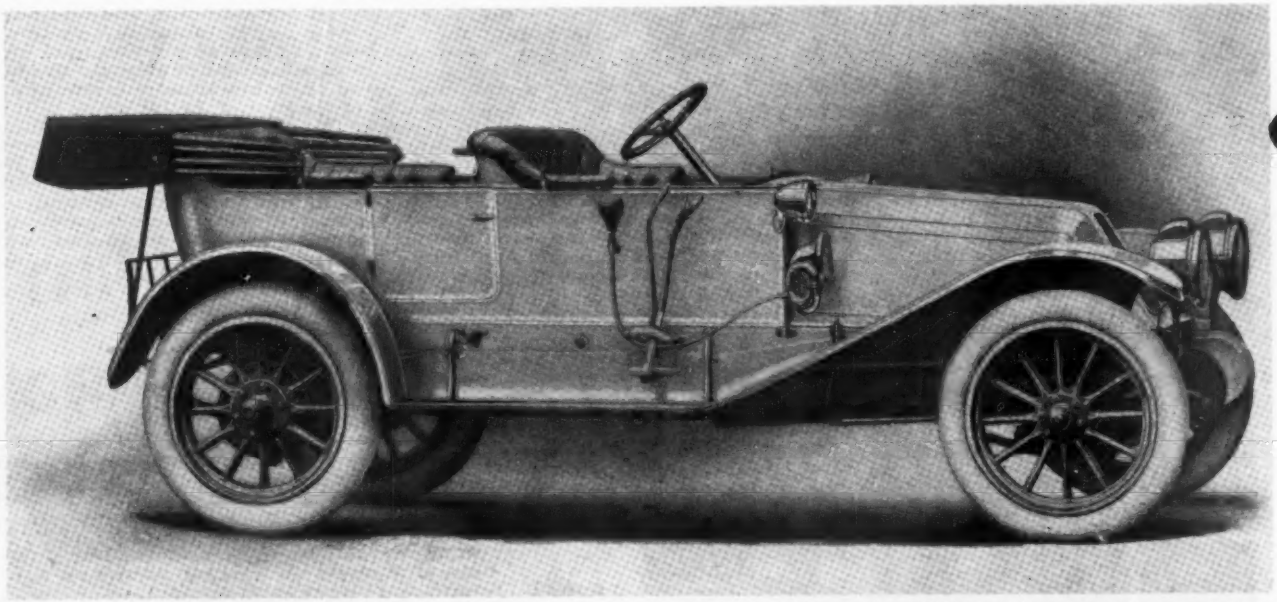
Model M Note: This was the first appearance of the "Little Six" which was to become so popular as to result in the dropping of all other models and the beginning of the "one model" policy.
Serial No's. 15,201 to 15,411 (Series 1)
30 Horse Power; 6—3⅝" (bore) x 4" cylinders; 116" W. B.
34" x 4" Tires—Front; 34" x 4½" Tires—Rear.
Touring Car (5 Pass.)—Dark blue with light blue striping and black guards, upholstered in black leather.
Metal trimmings are in nickel and black.

Model "G" Touring Serial No's. 12,801 to 13,180 (Series 1)
25 Horse Power; 4—4" x 4" cylinders; 103" W. B.
32" x 4" Tires—Front and Rear
Touring Car (5 Pass.)—Dark blue with light striping and black guards. upholstered in black leather.
Metal trimmings are in nickel and black.

Model "G" Runabout Serial No's. 17,001 to 17,169
18 Horse Power; 4—3⅜" (bore) x 4" cylinders; 100" W. B.
32" x 3½" Tires—Front; 32" x 4" Tires—Rear.
Runabout (2 Pass.)—Dark blue with light blue striping and black guards, upholstered in black leather.
Metal trimmings are in nickel and black.

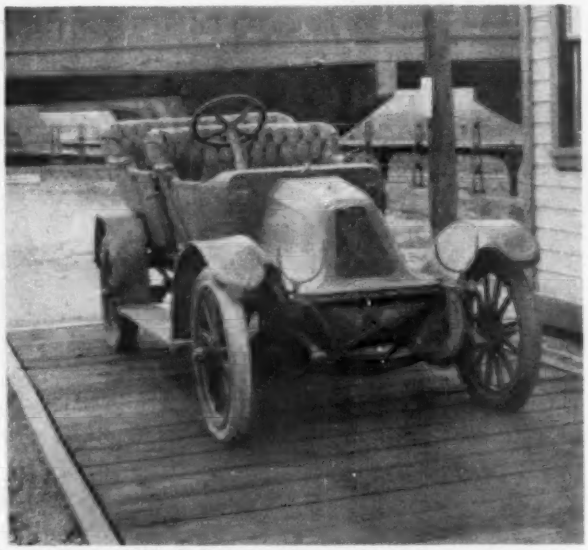
The 1912 Franklin appeared early in November 1911, though, in light of the policy announced earlier in the year of no yearly models and improvements from time to time whenever these seemed justified, they were not called 1912 models.

The Model H motor of 1911, which had been 4½" x 4½" was replaced by the smaller 4" x 4" six, both Models H & D now having the same motor. Model M, which had been a four cylinder, 4" x 4", became the Little Six—more anon, and the 18 H. P. Model G became henceforth a 2-Pass. Runabout only and the Model G-4-25 rather took the place of both the 1911 Model G and Model M tourings, its wheelbase being 3" more than Model G-4-18 and 5" less than Model M (1911).



The first production Torpedo was introduced in 1911, to be continued with small modifications for two more years. Battleship grey with pearl striping, a low cowl and wood trim all around. A strikingly beautiful creation, not quite equalled in the following Torpedoes

Kenneth and Frank Mayes of LeMont, Pennsylvania, and their 1911 D Touring. The original owner fitted the battery powered electric lights. This car was brought to Pennsylvania from the far west by a teacher at State College. Since then it has had an interesting history



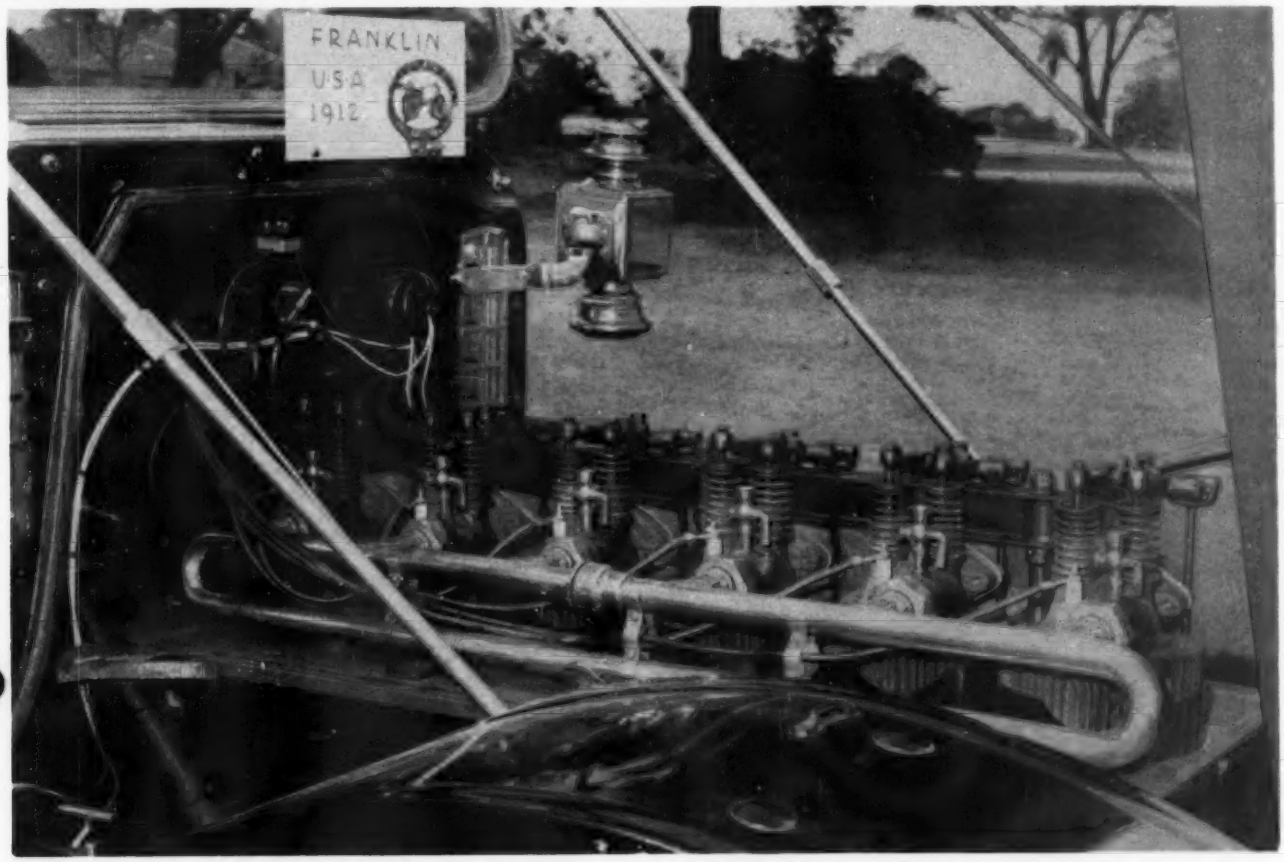
The writer's 1911 G Touring just unloaded at Youngstown. A long road ahead

The Editor tooling along a broad Wyoming highway in a D of 1911

All motors except the 18 H. P. Model G Runabout were considerably changed; the "modern" type motors may be said to have been born with these Series 1 cars. The auxiliary exhaust valves, so long a feature of Franklin, were dropped for all motors, but otherwise the 18 H. P. Model "G" was to continue to the end of its production in 1913 much as designed in 1909.

joint face between the two occurring approximately four inches below the centerline of the crankcase.

These motors also introduced recirculating pressure oiling systems, which embodied a principle of distributor type oiling used until the late twenties; this gave each oil lead, in turn, a separate "shot" of oil and ensured that a loss of oil at any defective bearing would not deprive the system of pressure and



An exceptionally fine engine picture. The 1912 D of member George W. Green of Sydney, New South Wales. Mr. Green writes us that since the picture the incorrect placing of the cylinder jackets has been rectified. Member George Green reports excellent performance during Club events.

The explanation for the abandonment of the auxiliary exhaust valves was that the suction cooling by the flywheel turbine fan and the shrouded, vertical flanged cylinders was so efficient that the extra heat removed by the auxiliary exhaust was no longer a factor, hence, it could be dropped in the interest of simplicity. That this was a wise move is born out by the comments of many familiar with Franklins of that time by the very nature of the construction, there was always excess oil in the vicinity of the exhause ports (if the cylinder walls were to be lubricated) and, under burning heat, carbon formation was rapid and complete or very nearly complete, stoppage of the ports was a rather frequent occurrence. Since the auxiliary exhausts carried the majority of the exhaust gases, only the pipe from them was muffled, the smaller pipe from the exhaust valves in the head by-passed the muffler and entering the common tail pipe just behind it; due to this fact, clogging auxiliary exhaust ports gave audible warning by a popping sound out the exhaust as more and more of the exhaust was forced to take the un-muffled route. Another point to be watched on Franklins with the auxiliary exhaust, is that carbon formation soon plugs or greatly reduces the efficiency of the muffler to an extent that produces marked loss of power and overheating due to increasing back pressure; the muffler should be checked often and cleaned out perhaps once a year if the car is driven any appreciable amount. Valves seated directly in the cylinder heads and did not have removeable cages as in previous Franklin practice.

The motors of Series 1 for 1912, excepting Model G-4-18, were of amazingly advanced design. They had very rigid deep aluminum crankcases with finned cast aluminum oil pans, the

so starve other bearings. Crankshafts were drilled for lubrication of connecting rod bearings and, as always, had five (4 cyl.) or seven (6 cyl.) main bearings supported in the upper portion of the crankcase; an additional lead from the oil distributor went to a sight feed on the dash.

On all except Model G-4-18, ignition timing was automatic by means of a Franklin designed and built governor unit interposed between the magneto and its drive; there was no manual control to distract the driver.

Rear axles were again semi-floating and had spur gear differentials with the characteristic flat sided, drum shaped center housing.

1913—"Year of Decision"

In line with their announced policy of no yearly models, 1913 saw the advent of no less than three successive series designations. These were divided as follows:

YEAR 1913 — SERIES 2

Model H	Serial No's.	9,661	to	9,687	26 cars
Model D (Except Torpedo)	Serial No's.	14,628	to	14,657	29 cars
Model D Torpedo-Phaeton	Serial No's.	14,901	to	14,921	20 cars
Model M	Serial No's.	15,412	to	15,640	226 cars
Model G	Serial No's.	13,181	to	13,329	148 cars

YEAR 1913 — SERIES 3

Model H	Serial No's.	9,688 to	9,752	64 cars
Model H Limousine	Serial No's.	9,801 to	9,815	14 cars
Model D (Except Torpedo)	Serial No's.	14,658 to	14,812	154 cars
Model D Torpedo-Phaeton	Serial No's.	14,922 to	14,975	53 cars
Model M Touring	Serial No's.	15,641 to	16,215	574 cars
Model M Roadster	Serial No's.	18,001 to	18,105	104 cars
25 H. P. Limousine	Serial No's.	9,901 to	9,912	11 cars

YEAR 1913 — SERIES 4

Model M Touring	Serial No's.	16,216 to	16,894	678 cars
Model M Roadster	Serial No's.	18,106 to	18,205	99 cars

The above break-down is from a Salesman's Handbook published in April 1919 by Franklin and is the data given by Howard S. Franklin for publication in "The Bulb Horn", Vol. XVII. No. 2, of April 1956.

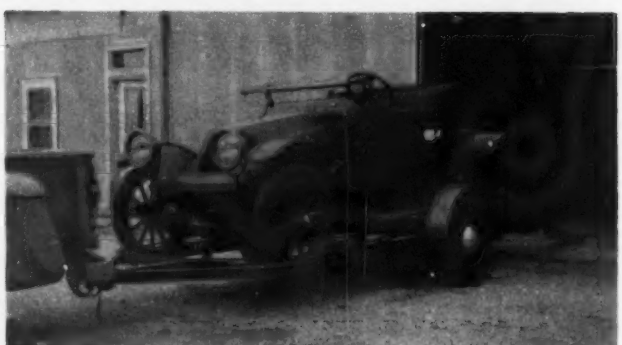
There are quite numerous variances between these figures and the data given a break-down covering the same period which was given to the writer by Clifford Boram several years previously; there are also several points in which these two sets of data agree. The writer has not sufficient evidence to know which may be the correct data, or whether either is correct. We list the above data as coming direct from a Franklin publication published at a time when such data should have been available to the factory.

The Franklins of 1913 were little changed in specifications from that of 1912, except that electric starting and lighting were adopted, the single unit motor-generator type of system being chosen for its simplicity, non-stalling characteristics (the motor would continually be re-started if stalled as long as the ignition switch was "on"), and lightness. This basic system was retained until Series 10 of 1923. Only the six cylinder cars were so equipped.

It will be seen that Model M—or "Little Six" became pre-eminent, and with Series 4 of 1913 became the only chassis model produced by Franklin.

The 1913-14 Series 4 and all subsequent Renault hood cars through Series 8 had essentially the same basic specifications, so instead of repeating them from year to year, I will set them forth below and then endeavor to point out wherein they differed from Series 3, and how each succeeding Series differed from that which preceded it.

A couple of years ago the Editor drove a Series 4 Roadster



Member Henry C. Ellis of Memphis found this Series 4 some time ago. Truly one of Franklin's GREATS

NEW SERIES FRANKLIN SIX-THIRTY SERIES 4, 1913 - 1914

Model M Year 1914—Series 4 Cars with M-5 Wiring
Touring—Serial No's. 16,861 to 16,894
Rbt.—Serial No's. 18,189 to 18,205
30 Horsepower; 6—3⅝" (bore) x 4" cylinders—120" W. B.
34" x 4½" Tires—Front & Rear—Goodyear (Non-Skid—Rear)
All cars Brewster green with black trimmings and all lamps black and nickel.
Shipping Weight of 5-Passenger Touring, 2,700 pounds.
Body Types: 5-Pass. Touring, 3-Pass. Roadster, Sedan, Coupe, Limousine, and Berlin.

The power unit of Series 4, although having the same bore and stroke as Series 1, 2 & 3 Model M's was entirely new in most of its basic layout.

Whereas the earlier engines had a deep crankcase and shallow oil pan, the Series 4 and later 6-30 engines had the joint face on the centerline of the crankshaft, presumable for production reasons, this change being saved from being an entirely retrograde step by the fact that the lower half of the crankcase (or oil pan) was still an aluminum casting and, having gained in depth what the crankcase lost, when bolted in place contributed significantly to the stiffness of the unit as a whole.

Whereas previous 6-30's had the intake manifold and carburetor on the right hand side (as viewed from the drivers seat) and exhaust manifold and electric starter-generator unit on the left hand side, these components were reversed on Series 4 and all subsequent 6-30's, possibly because of, or at least in conjunction with, another notable change, the switch to left hand drive and center control; previous cars had been right hand drive with the shift lever and hand brake to the driver's right, shift levers being inside the body and brake levers outside on earlier 6-30's.

Series 1 thru Series 3 cars had the carburetor mounted on an extension of the engine oil sump at the joint face with the air pasasge to the carburetor cast into the oil pan and crossing under the engine to the exhaust side where a system of ducting and a butterfly valve enabled the owner to adjust between warmed and cool air to the carburetor according to the weather. This was a singularly neat and sturdy arrangement not equalled in later cars. Series 4 and later Model M's had a simple steel tube performing the function of the cast in passage and the carburetor was bolted to projecting bosses on the oil pan.

A Point for Antiquers

Beginning with Series 4, valve rocker arm pivot shafts were mounted on the cyclinder heads instead of on the cast beam independently supported on stanchions from the crankcase as had been done previously. It might be of practical value to "Antiquers" to mention here a point brought out by Earl Buchman relative to the early, beam-mounted rocker arm cars; when the motor reached operating temperature the ends of the beam always seemed to "curl" upward slightly (and the center bow down slightly on 4-cyl. cars with only two supporting stanchions) so that valve clearance on end cylinders increased greatly and clearance on center cylinders of 4-cyl cars decreased greatly so that it especially was imperative that valve clearance on these motors be set with the motor at operating temperature.* All Series 4 motor parts above the air deck were nickel plated, all parts below not aluminum were black enameled.

Previous to Series 4, ignition had been by Bosch magneto, with Franklin's own spark advance governor on all six-cylinder cars after 1912* and on the 25 H. P. four cylinder Model "G"; Series 4 thru 8 had Eisemann magnetos, type EDJA6 on Series 4, 5 & 6 up to car #20 300, and Type EMA 16 on Series 6 after car #20,300, Series 7 and Series 8. On the Eisemann magnetos automatic control of ignition timing was a built-in function of the uint and the device originated, pioneered, and built by Franklin was dropped.

Where previous to Series 4 the bronze ring type clutch throw-out bearing had been oil lubricated thru the floor boards via a tube and funnel, Series 4 thru 8 had a sort of stubby grease gun mounted on the frame sill with the screw-down handle projecting thru to the outside, the gun being connected to the throw-out ring by a flexible metal tube; this arrangement made it much easier to give this bearing lubrication at more frequent intervals as required (½ turn of handle every 75-100 miles) but any owner of these cars will be well advised to treat

*Hot and running according to Mr. Burns and other old timers. . . . Ed.

*We believe this should read, after 1906. . . . Ed.

Our Australian member, George Green, says of this car: ". . . imported into Australia in March 1912, and used until 1921. Then left in a shed to gather dust and cobwebs until 1951, where it was discovered, partially restored and put back on the road in 1953. I acquired the car in 1955 and completely dismantled and restored it. Everything in the engine is original, with the exception of the pistons and gudgeon pins. The only replacements on the body are the leather upholstery on the seats and the new canvas on the hood (I think in America you call this the bonnet)." (Try again, George . . . it's the TOP here . . . Ed.) At the Olympic Rally, held in Melbourne in November 1956, out of 89 Veteran cars, this Franklin won the Concours d'Elegance. It won the same honours during the Sydney Club's annual run to Katoomba

A 1912 G Runabout along a Maryland stream back then. While not too heavily powered for the Maryland hills it was a delightful little car to drive. This once belonged to Mrs. John Lucey, a member from Scarsdale, New York

The Countess. This is a 1912 D Torpedo that was factory altered to starter and lights. The searchlight was not equipment and the windshield mounting was changed. The louvers in the hood are also unusual but otherwise it is like all 1912 and 1913 Torpedo Phaetons

this bearing with respect. (See John Burns Column. . . . Ed.), especially in modern traffic, which probably taxes it more strenously than any condition existing at the time it was designed. The clutch should only be slipped momentarily, never held disengaged for more than a few seconds, never while coasting, and should be lubricated more frequently under conditions of frequent use; for any appreciable halt, such as at traffic lights the transmission should be placed in neutral and the clutch released.

Series 4 Runabout differed mainly from the older Series 2 & 3 6-30's in that the cowl was shorter and had sort of a reverse compound curve and had no gas filler cap in the center of the cowl, the gas tank being under the seat as on the other body styles previously.

Series 4 was the first to offer a "modern" line of closed cars including a coupe, sedan, limousine, and Berlin. The coupe seated three on the main rear seat with a small auxiliary corner seat for a fourth passenger which could be removed

David Bausch of Allentown piloting the well known Series 5 Tourer of Dr. George Boyer toward Indian Isle last year. This fine example of a Series 5 was formerly owned by member Fowler Wilson of Binghampton. As the writer points out the differences between Series 4 and 5 are trifling, mostly a matter of wiring

when not needed. The sedan had two center doors and seated three on the rear seat with a fixed pullman style seat for the driver and a forward moving and reversible (new safety car style) pullman seat beside the driver. The Limousine had an open front seat for the chauffer, seated three on the rear seat and had also a large folding auxiliary seat with arms. The Berlin had a fixed front bench type seat with a drop window behind it which could separate the two compartments; the rear compartment had two folding seats (folding against the partition) and rear seat for three people, a total capacity of seven passengers including the driver. These types of closed bodies continued practically unchanged during the remainder of Six-Thirty production.

With Series 4, the rear axle became a bevel gear differential type of entirely new design, the old spur-gear type with its flat sided drum-type housing with steel axle tubes riveted into projecting extensions on each side being replaced by an axle having an irregularly shaped cast aluminum center section with a stamped steel cover on the back and steel side axle sections of conical shape bolted to the center section by their inner flanges and tapering outward to their former size at the spring seats.

Appearance changes are a bit harder to describe; the illustrations accompany this article are much more fluent in this regard, but some general observations can be listed.

1911 Franklins except Torpedo-Phaetons, had brass trimming, but were the last Franklins so equipped as standard equipment*.

All Renault hood cars prior to Series 4, with the exception of Torpedo-Phaetons and "Speed Cars" had the "Antique" (we say now) semi-drum type head lamps, and "lantern" type side and tail lamps. Torpedo-Phaetons and Speed Cars had "streamlined" side lamps of a sort of "half a lemon" contour, and on Series 4 cars both head lamps and side lamps became this more smoothly rounded type.*

With Series 4, the Touring took on a much lower, sleeker appearance; the writer does not have available data as to actual height but Series 4 and 5 Tourings look much lower and have finer lines in general than the later Series 6, 7 and 8 Tourings.

*We differ with this comment on side lamps. The unusually shaped side and taillights of all three years of Torpedo Phaetons were not the same as those used on Series 4 and 5. . . . Ed.

Model M—Series 5—Late 1914

Touring—Serial No's. 16,895 to 17,000 and 19,000 to 19,510—615 cars.

Rbt.—Serial No's. 18,189 to 18,310—121 cars.

Series 5 differed from the preceding Series 4 in no important respect that the author can discover except wiring; wherein this differed is also obscure at the time of writing. The windshields for Tourings and Runabouts differed from Series 4. Headlamp and side lamp bulbs and horn on Series 4 were 7 volt; on Series 5 these items were 22 volt. On all succeding Series they were 14 volt.

*Actually trim was optional at that time. We had a 1911 D Touring with nickle. . . . Ed.

Model M—Series 6—Early 1915

Touring—Serial No's. 19,511 to 20,643—1,132 cars.
Rbt.—Serial No's. 18,311 to 18,527—216 cars.

Mechanically, Series 6 differed little from the preceding cars; the oil pump by-pass adjustment was moved to the cowl board from under the hood, the Dyneto starter-generator was improved and made 40 pounds lighter, the rear axle drive gears (made by Brown & Sharp Mfg. Co.) became skew (spiral) bevel instead of straight bevel, as formerly and a Hartford single cylinder tire pump (weighing complete only 6.5 pounds) was made standard equipment.*

Body-wise, there were numerous detailed changes. The sloping Renault hood lines were refined and the honeycomb type of front grill was replaced by a horizontal shutter effect which gave "a more sturdy and powerful appearance to the car".* Side lamps were eliminated, and instruments for control of the car were mounted on a "cowl control board" just below the windshield instead of upon the fire-wall. Front doors were made wider and set back slightly with upper hinges concealed (leaving a flush body side) and door handles were moved inside to further the "clean" look. The speedometer became a 60 M.P.H. Warner, replacing the Corbin-Brown unit.

The body of Series 6 was larger than previous cars, with the seat sides slightly higher, and "mudguards", while made after the same pattern as formerly, were wider to better protect the body. The battery location was changed; while it was formerly concealed within the chassis frame, it was now brought out into a weather-tight box between the sill and the running board, where it became more accessible, but, alas, more visible.

Greater production and new machinery were given as the reasons that enabled Franklin to reduce the price of open cars by $150.00 and closed cars even more. Prices for Series 6 then became: Touring, $2,150.00; Rbt., $2,150.00; Berlin, $3,200.00; Coupe, $2,600.00 and Sedan, $3,000.00

As a point of perspective, we might mention that at that time the Ford sedan sold for $975.00, the Ford coupelet (cabriolet) for $750.00, gasoline for 14c to 16c per gallon, and the (then) new Cadillac V-8 Touring and Rbt. sold for $1,975.00, the Sedan for $2,800.00.

As with all Franklins Series 4 thru Series 8, the standard color of Series 6 was Brewster green. Almost every body change noted above for Series 6 should be noted as applying to Series 7 and Series 8 also.

Model M—Series 7—Mid-1915

Touring—Serial No.'s 20,644 to 21,980—1.336 cars.
Rbt.—Serial No's. 18,528 to 18,653—125 cars.

Here we should explain that serial numbers for all body styles except runabouts are included under Touring car serial numbers for Series 4 thru Series 8.

Series 7's power plant differed from earlier 6-30's most noticeably in that the valve spring and rocker mechanism was enclosed in an individual enclosure for each cylinder, the lower part of each enclosure being an aluminum casting and the upper cover of stamped steel; all previous Franklins had this valve gear exposed to road dust and grit. This type of valve gear enclosure remained basically unchanged for the rest of Franklin history right up to the last cars of 1934. As between the owners manuals of Series 7 and Series 8 there is some variance as to recommended valve gear lubrication; that for Series 7 says "No oil should ever be put in the valve case. Use only flake graphite, about a tablespoon level full when the original graphite has become caked or fastened to the wall with oil." (Oil from around the valve stems). For Series 8, a change of heart; "The walking beam and valve stem are enclosed. A little oil may be used on valve stems and walking beam roller (?) bearings." Valve clearance was given as .008" cold, but for safety one should err on the side of more rather than less clearance.

Appearance wise there was not much change; hood, fenders, etc. were identical as between Series 6 and Series 7.

Model M—Series 8—Late 1915 to Late 1916

Touring—Serial No's. 21,981 to 25,234—3,254 cars.
Rbt.—Serial No's. 18,654 to 19,000 and Serial No's. 26,001 to 26,175—522 cars.

Series 8 was the first Franklin that did not have the starting crank permanently attached * with the handle carried in a strap suspended fiber thimble; now, as was the case until cranks were no longer supplied, the crank was carried among the tools and only inserted in place and engaged with dogs on the crankshaft when it was needed as an emergency measure.

The speedometer drive of Series 8 was from an exposed gear on the transmission output shaft, mounted between the transmission case and the foot brake drum, through a gear mounted on the old type swivel end connection of the flexible cable, this swivel being held in a bracket underneath the transmission. All previous drives had been from a gear on the inner side of a front wheel hub.

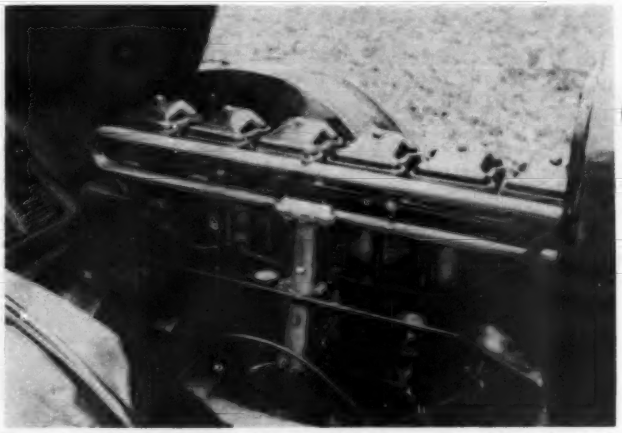
*Power tire pumps were optional equipment several years earlier. We had a factory installed four cylinder Kellogg pump on a 1911 and a 1914. . . . Ed.

*This statement was one of opinion voiced in the catalogue. Many Franklin owners thought this a retrogression at the time it was adopted, taking the exact opposite view of its effect. . . . Ed.

*This is unworthy quibbling on our part, but actually the first three years of Franklins did not use a mounted starting crank, it was first used in 1906. . . . Ed.

A Series 7 at the start of a Franklin economy run in Chicago

The author's own Series 8. This was once owned by member Everett Dickinson who sold it to another man in Massachusetts before the writer acquired it



Engine of the author's Series 8. This shows Franklin's heated manifold

Both universal joints of Series 8 were the standard Spicer Hook type" joints with ball joint sheet steel covers packed to retain lubricant, replacing the Franklin built, leather boot covered universal joints used in all previous cars. The Franklin universal joints used in Series 1 thru Series 7 were very much ahead of their time, being of a type widely used by Chrysler-built cars over the past twenty-five years and still used to some extent today; this joint had a pin through each end of the drive shaft, on which were hardened rollers with needle roller bearings, the rollers fitting into grooved housings which formed the other half of the joint. The pins accepted motion about their center, while motion in a direction perpendicular to the pin axis was accommodated by rolling travel of the rollers in their grooves. The grooved housings also allowed for relative endwise motion of the transmission and rear axle, a conical spring inside each end housing tending to center the drive shaft and prevent noise.

Series 8, as mentioned, had no permanently mounted crank. The hood, last of the Renault style, was more subtly rounded, upper surfaces and corner panels not being absolutely flat, and was the first Franklin hood since the "Cross Engine" cars not to have a handle mounted top center for lifting the hood.

Door latches on open cars became the "push button" type, flush mounted inside the doors.* Body sides were higher, giving these cars a higher, less sleek and more "Galleon" like appearance than earlier Six-Thirty cars.

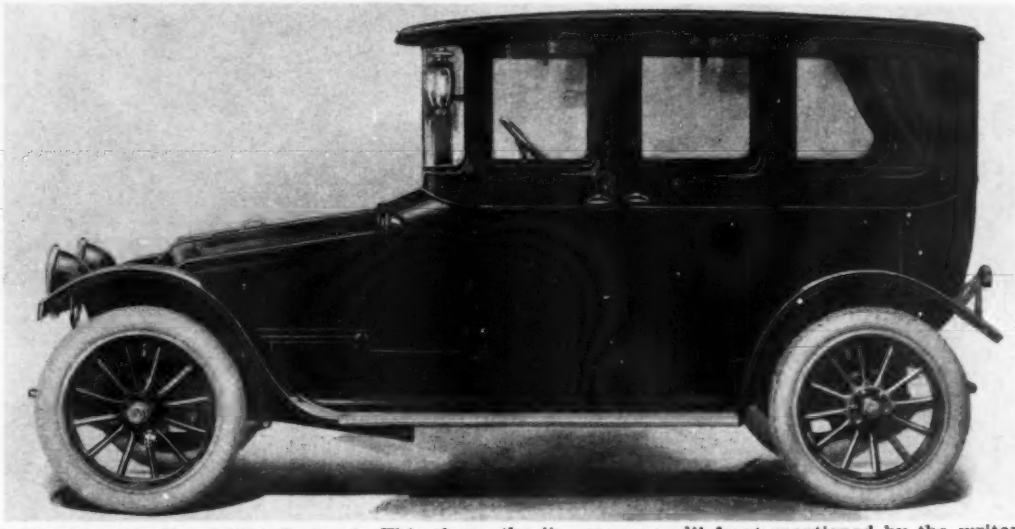
*A dangerous change. The Editor had a harrowing time in preventing a woman passenger and her baby from falling to the road during a demonstration. She had leaned against that damned button. . . . Ed.

A Series 8 Touring at the end of a nationwide Franklin demonstration which was won by this team from Cumberland. It was in this car and run that the Editor had a bad experience with the "improved" door latches

Fenders were more deeply crowned and were, for the first time, made of aluminum. Aluminum fenders were also used on 1917 Series 9A's, but were then dropped as too soft and easily damaged; a glance at any existing examples will, I am afraid, justify this decision. Of course, bodies had always been aluminum and remained so for many more years, at a time when aluminum was a rare, curious, and relatively expensive new metal, Franklin, in their quest for lightness, were the largest users of aluminum in the world.

We might point out here that the closed cars of Series 4 thru Series 8 all had "wraparound windshields" strangely prophetic of current fashion; with curved glass corner lights at each side of the windshield.

This brings to a close the statistical review of Renault hood Franklins; now let us turn to the even more rewarding study of this design philosophy which these cars embodied, particularly in the period which saw the rise of the Six-Thirty. The Six-Thirty was the transition from an era of many models to a "one model" policy; the beginning of an era of large production based on its good name and the end of an era of a few cars, almost custom built, with little regard for cost; in it were, in large measure, combined the best of both worlds.



A Six-Thirty Berlin of 1914, Series 4. This shows the "wrap- around" front mentioned by the writer

The Franklin Six-Thirty

A beginning and an end, the quintessence of the consistent engineering genius of its designer, the Franklin Six-Thirty's, Series 1 thru Series 8 were remarkable motor cars. Perhaps we can set them in a frame of reference by saying that in the writer's opinion no other American automobile ever more nearly paralleled the world acclaimed Rolls Royce Silver Ghost; both were built of the finest materials to the highest standards their builders could contrive; both were built very nearly complete in one plant under their designer's supervision; both were built during the period of the Six-30, 1912-1916, to serve their owners long and well, not as a means to what modern economics writers refer to as "conspicious consumption".*

The Rolls was, of course, bigger, heavier, and much more expensive than the Franklin—but the spirit behind them was one and the same.

Also, there were bigger, heavier, more spectacular, and certainly more expensive American cars—Alco, Lozier, Thomas, Locomobile—but none of these nay, not even the revered "Three P's" (Packard, Peerless, and Pierce Arrow) showed the purity of design, the balanced consistency to a principle that was evident in the Franklin Six Thirty. It has been said (I believe by Laurence Pomeroy, Editor of the English "Motor" magazine) that all the truly outstanding cars of the world have been those that were, during the period of their greatness, designed by one man and not by a team. To cite a few examples, there are Rolls Royce, Bentley, Bugatti, Lancia, Volkswagen, Porsche and Franklin. The Franklin car, from its early beginning until the late 1920's was largely the projection of the genius of John Wilkinson, Chief Engineer of the H. H. Franklin Manufacturing Company. Mr. Wilkinson was an Engineer's Engineer—he followed no one but instead hewed to his own line—stuck consistently to the principles in which he believed. That the above is no figment of the writers imagination can perhaps be best substantiated by quoting from page 23 of "Motor World" of June 3, 1914, which reads as follows: "The rise of the Franklin Company to its present point of importance constitutes one of the most interesting chapters in motor car development in America. This company has been the one concern to draft a policy of its own and follow it without deviation up to the present.

The present Franklin is a development of the original air-cooled motor developed by John Wilkinson, now vice-president of the company and for years chief engineer. On Mr. Wilkinson's shoulders have fallen the entire task of evolving the car of today, Mr. Franklin controlling the executive end of the business."

"While other concerns have been copying foreign designs, Mr. Wilkinson has been developing his original conception of what a motor car should be—namely a light weight, flexible vehicle, operated at minimum cost. To obtain this flexibility, he started in 1902 with his wood frame, adopting this because of the fact that one cannot have strength in rigidity but must have strength in flexibility."

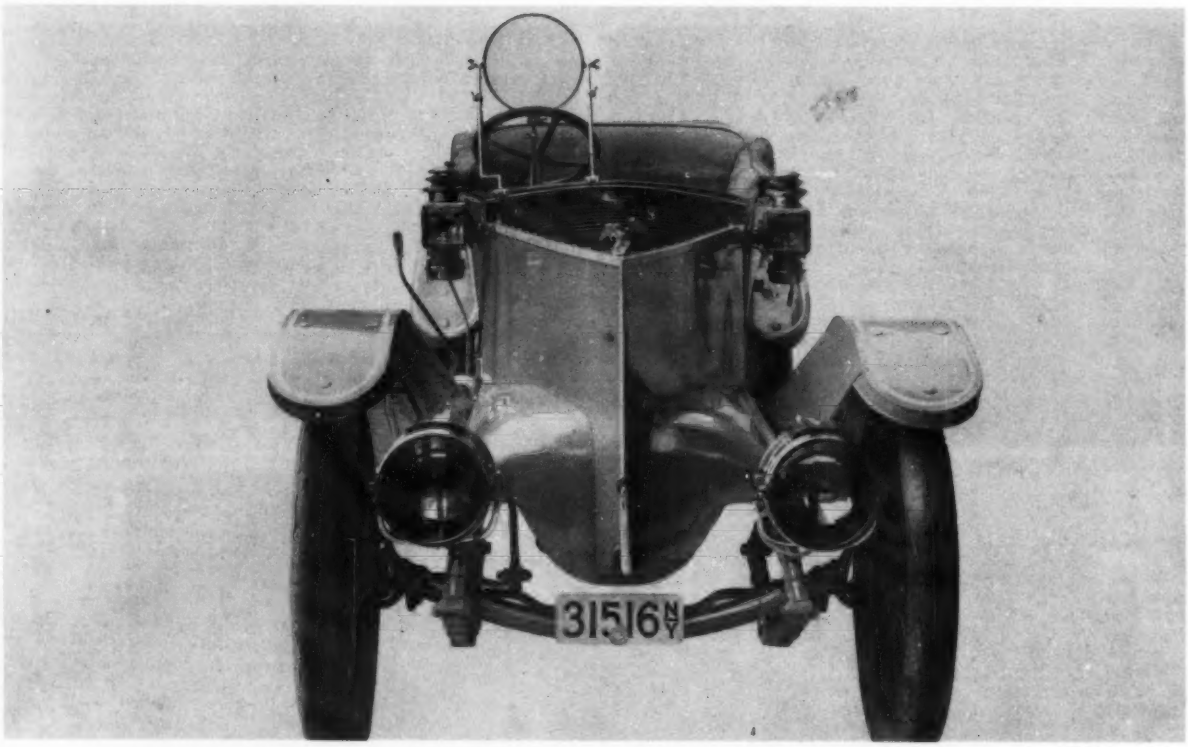
"One of the most important factors in flexibility which Mr. Wilkinson has developed throughout his car is that of nice balance among the different parts in his transmission system, such as the chain of shafting starting with the crankshaft and including clutch shaft, gearset shaft, propeller shaft, rear axle pinion shaft, and axle drive shafts to the rear wheels."

Again, the writer would like to point out the mention of balanced design, a cardinal point that makes Franklin so outstanding, and a result that could only be achieved in a car designed by one man dedicated to an ideal and built complete in one plant.

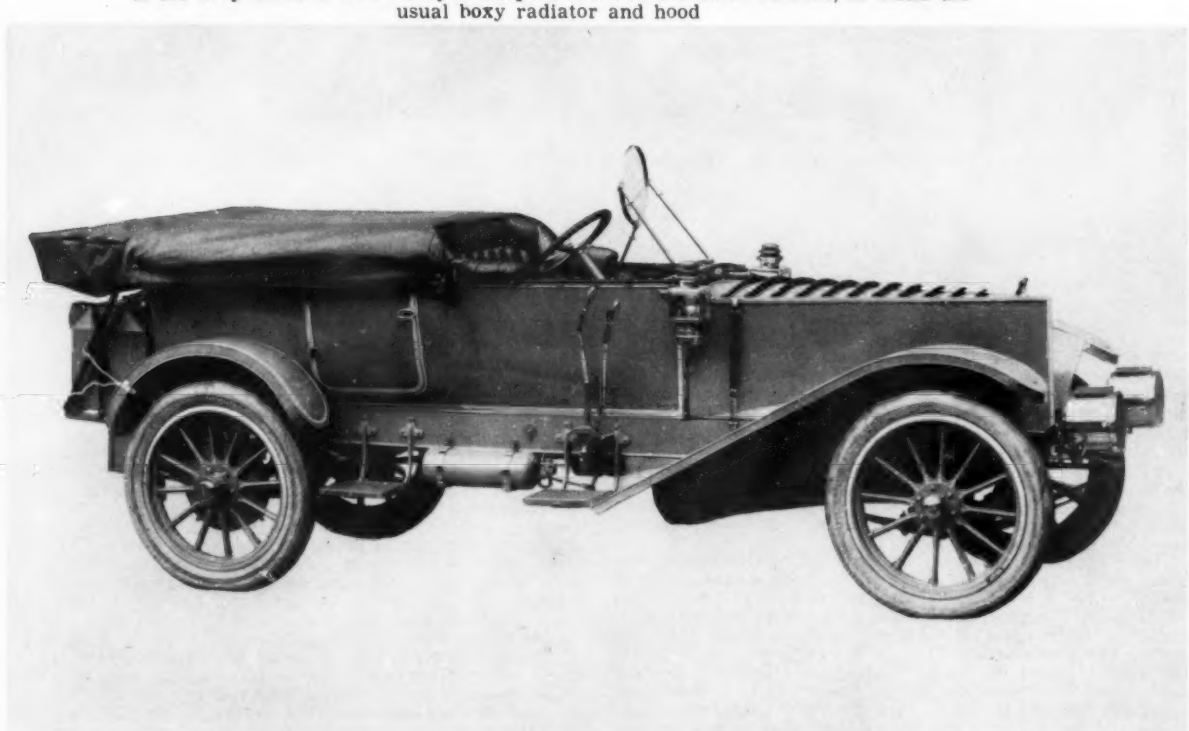
The technical fame of Rolls-Royce engineering is legendary, but how many know the details of the quality, care and workmanship that went into a Franklin of that period? Let me quote from a 62 page Franklin booklet of 1912 entitled "An Analysis of Franklin Motor Car Construction". Among the most significant statements is one which occurs early in this very interesting little booklet; "It is a principle of Franklin construction that the thing which is done most efficiently is done most simply and most directly" and then continues, "Highest efficiency is inherent in air cooling. The simplicity of Franklin air cooling can best be illustrated by drawing a direct comparison with the water cooling system. With a water cooled motor cooling is accomplished through the medium of a radiator, piping, water jackets, fan, water pump and driving mechanism. The system at its best is only an indirect air cooling system since the water which takes the heat from the cylinders must be cooled by the air which passes through the radiator. Take away the fan and radiator—in other words remove the air cooling system from the water cooled motor —and there is no cooling."

And still further, "In every internal combustion engine, the energy latent in the fuel is converted into a form that will do

*To men of integrity like Wilkinson and Franklin, and others of their day, such a phrase would not have been understandable. . . . Ed.

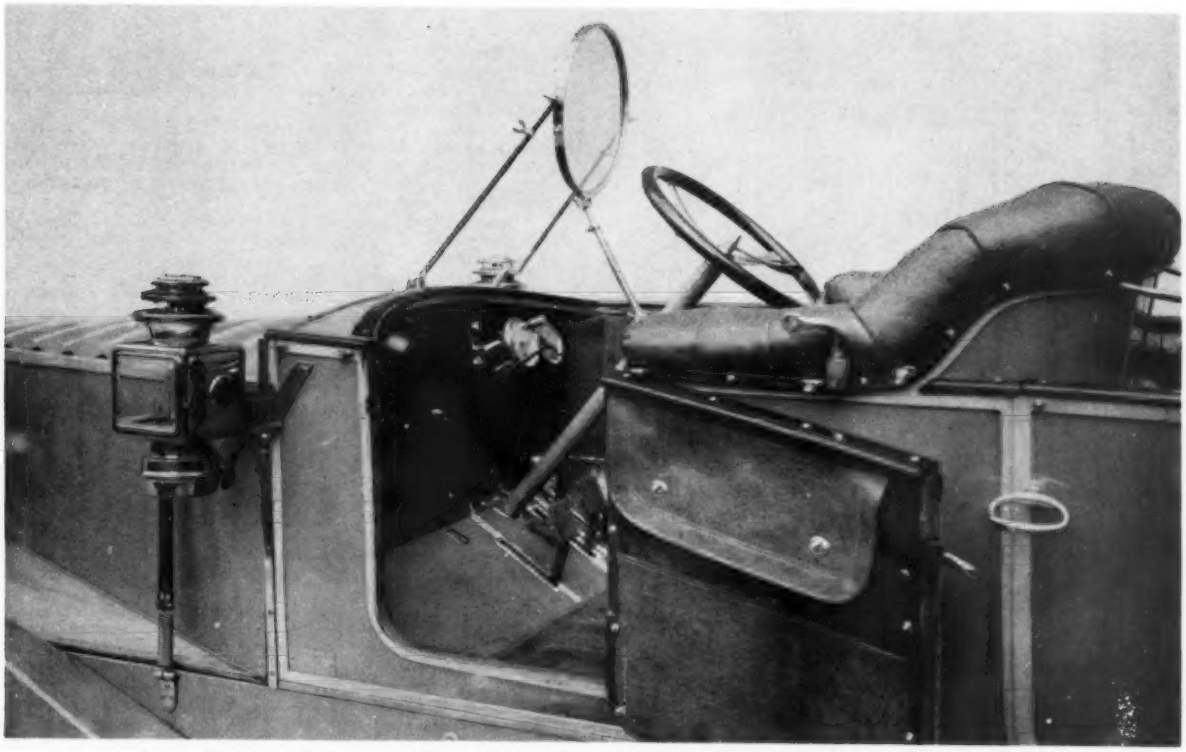


This magnificient car was built at the Syracuse plant for Mr. Franklin's own use. The Franklin Torpedo included many departures from European practice. The foreign designs which admittedly supplied the inspiration were invariably limited to the body alone to which they attempted without too much success, to blend the usual boxy radiator and hood

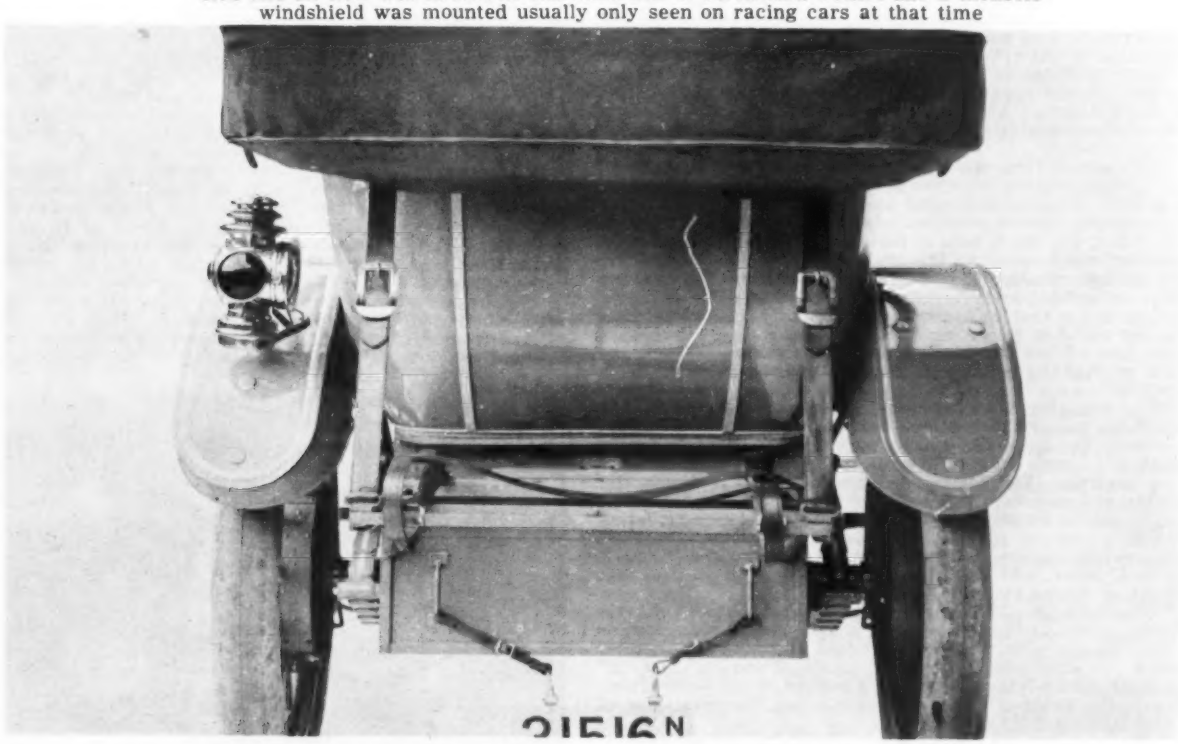


The Franklin carried the torpedo idea to its logical conclusion and designed the hood like the prow of a boat. This most unusual design was made possible, of course, by the fact of the air cooled engine, untrammeled by fan or radiator, and thus permitted the designer almost unlimited freedom. The hood louvers were controllable by a cockpit handle. The tonneau cover is exceptionally interesting to present day users of antique open cars

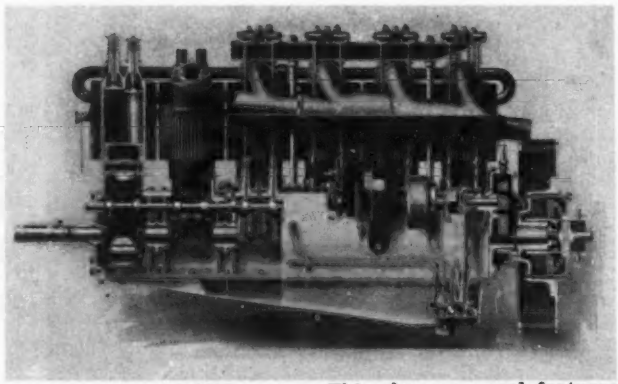
THE FIRST TORPEDO



It was built on a standard 1910 Model H chassis but geared to a speed of about seventy five miles per hour. It was painted a battleship gray with pearl striping and was upholstered in goat skin to an exceptional depth. The top was a rich dark blue and all trim was in nickel. The dash was of Circassian walnut and a monocle windshield was mounted usually only seen on racing cars at that time



Equipment was unusually complete. Side and taillights were combination oil and electric, as well as a speedometer light. In the tonneau were lockers for stationery, toilet articles, first aid, goggles, gloves and a cigar humidor. A rear mounted rack carried a large trunk and a well outfitted box for tools and spares. . . . If anyone cares for the prints we have negatives of the complete set . . . Ed.



Cutaway view of 1912 motor. This shows several features, cageless valves directly in head, clutch, oil pump and the simple timing gear train among other features

useful work. This transformation is brought about by burning the fuel at a very rapid rate, sometimes called an explosion. The burning gases develop high pressures which, acting on the piston and reciprocating parts in turn develop power. The development of the pressure of explosion is accomplished through the development of very high temperatures for an instant, but because of the rapid escape or transfer of heat through the walls of the cylinder and the piston head, the temperature and pressure both fall very rapidly. The amount of jacket loss is dependent upon the difference in temperature between the heat of explosion and the heat of the cylinder wall. The lower the temperature of the cylinder walls under like conditions of load, throttle, compression and ignition timing, the greater the loss."

"Conversely, the less the difference between the temperature of the cylinder walls and the explosion, the less the jacket loss".

"Since water loses its cooling efficiency when it boils the temperature of the wall of a cylinder provided with a water jacket must be maintained at a point which does not exceed 212 degrees (the boiling point of water) to avoid overheating. The temperature of the cylinder wall of a Franklin motor is readily and safely maintained at a temperature 150 degrees higher. It is immediatelv apparent that there is much less jacket loss with the Franklin. All other conditions being equal, this is a clearly understandable reason for the superior efficiency of the Franklin motor."

Still quoting from the same source: "Range of Efficiency" —"At a temperature of 110° to 120°F. in the shade, which atmospheric temperatures occur in many sections of the south and southwest, the permissible temperature rise of the water is 100°F, being this much only if the water that is heating in the jackets is cooled again to the temperature of the atmosphere in its passage through the radiator. In practice, this can not be done on account of the necessarily limited quantity of water contained in the cooling system. Consequently, the water must leave the radiator again under the influence of a pump at a temperature of 150° to 160°F to be again passed through the jackets so that tne permissible temperature rise is cut to from 50° to 60°."

"The Franklin motor operates satisfactorily at 350°F. In atmospheric temperature of the hottest regions in which man can endure to drive the motor car there is a temperature difference of over 200°F between the cylinder wall and the cooling medium. The cooling medium is unlimited in quantity available, and once used it is not used over and over again when partially heated by previous application to the engine radiating surfaces. It needs no adulteration to adapt it to the requirements of the cooling system so that whenever the Franklin motor is used and under whatever conditions of driving it does not overheat or freeze up."

"CYLINDERS—The construction of the Franklin cylinders with the valves in the head makes a very close approximation to the theoretically perfect spherical combustion chamber possible. It eliminates the valve pockets of the "L" and "T" head types, which invariable retain a portion of the burnt gases. Owing to the shape of the compression space, the heat value of the fuel is more fully realized."

"First, because the charge is not diluted by trapped exhaust gases."

"Second, because the least possible heat is lost by radiation."

"Third, because the complete combustion of the mixture is obtained in the least possible time."

Mind you, these are quotations from a Franklin booklet of 1912—not from recent advertising of "The Foreward Look". To continue:

"Engine Base"—"The engine base is made of cast copper aluminum alloy. The 'barrel' type of base used makes the bearings most accessible."

"Crankshaft"—"The heat-treated crank-shaft made of the highest grade material, with its five or seven bearings (depending upon the size of the engine) and its liberal diameter, makes the strongest and smoothest running construction known to automobile practice."

"Bearings of generous dimensions, die cast from special Franklin metal, give minimum friction and long service with few adjustments."

"Franklin die cast bearings are used not only in the Franklin motor but in motors of various other types where maximum strength and resistance to impact are demanded."

"The Franklin Company was a pioneer in die casting plain bearings for motors."

"Connecting Rod"—"The best practice is followed in the design of the connecting rod. The choice of the highest grade steel, a section of superior strength, four bolt caps retained by nickel alloy steel screws, and big bearings on both ends, unite to make a most serviceable construction."

"Balance"—"The reciprocating parts of the Franklin motor, such as the pistons, wrist pins, and connecting rods, must be of the same respective weights balanced to the highest mechanical accuracy. The flywheel and crankshaft are accurately balanced to insure their weight being evenly distributed. These refinements of manufacture, together with the strong, well supported crankshaft, combine to make a motor entirely free from vibration."

"Camshaft"—"A single integral camshaft operates the valves with the highest degree of quietness and simplicity. The use of the largest possible number of bearings, seven in a six cylinder, and five in a four cylinder motor, prevents any deflection of the shaft."

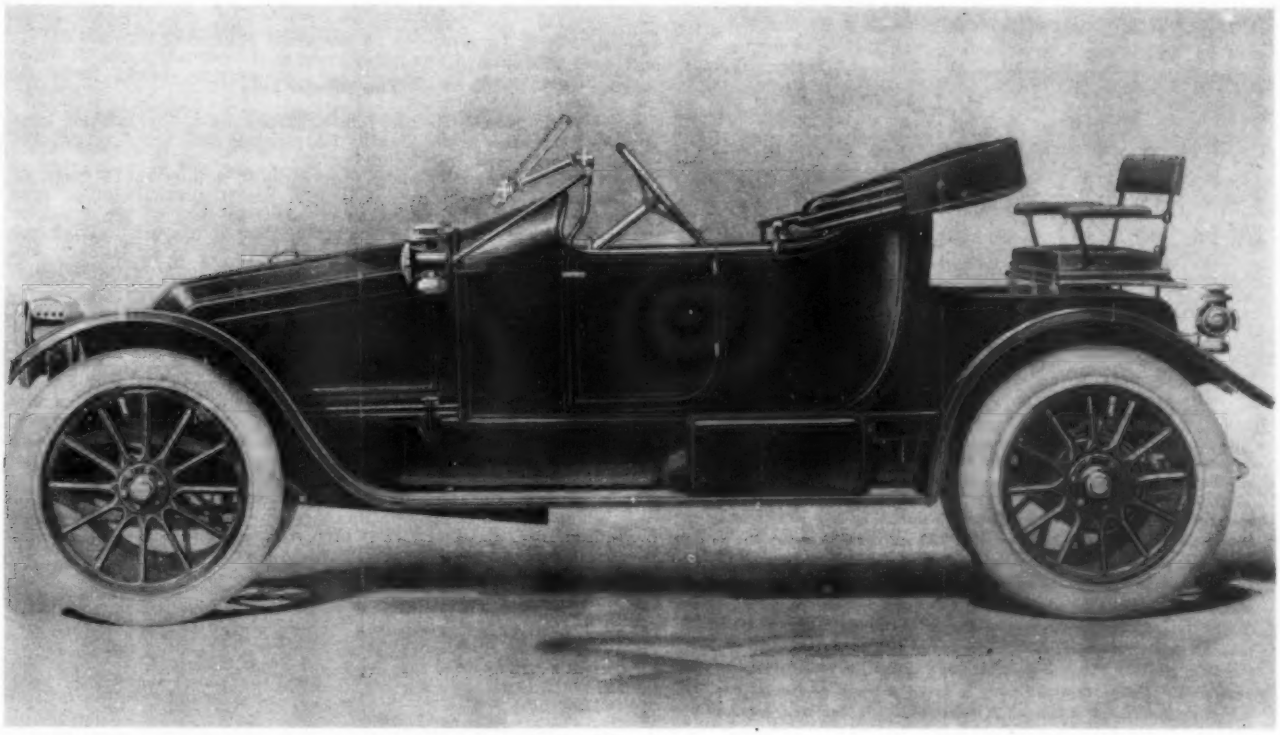
"Motor Gears"—"The gears necessary for the operation of the magneto and cam shaft on the Franklin motor are of the spiral type enclosed in a housing and running in oil, the oil being fed under pressure through a sight feed on the dash. The gears operate noiselessly. Simplicity is further exemplified in the number of gears in the Franklin engine, five in all. Other engines employ as high as eleven."

"Valves"—"Valves on Franklin cars are made according to the best and highest practice known to automobile engineering. Chrome vanadium steel, which gives the greatest resistance to, and the highest tensile strength under heat, is the material used. The outside edge of the 'head' is a ring of cast iron fused on by means of an oxyacetylene flame."

There follows clear, simple, and logical explanations of the engineering thought and quality that enter into such units as the carburetor, main intake regulator, auxiliary air intake, dash adjustment of gasoline supply, suction yoke (designed for equal flow to each cylinder), priming button, gasoline tank and strainer (and reserve tap), ignition (by Bosch magneto with automatic control of ignition timing by means of an exclusive Franklin governor), electric lighting and starting (on sixes), lubrication; here we would like to again quote the summation which follows a detailed discussion of the oiling system.

"So far as is known, the Franklin oiling system is the only one combining all of the following features: First, an individual oil lead from the source of supply conveying oil under pressure in equal amounts to each main bearing of the crankshaft and connecting rod."

At Sacramento, California, W. I. Elliott recently demonstrated the Franklin low friction and easy control by drawing a Franklin Car through the streets with *an ordinary fish-line*. Here is a demonstration that has never been made before, nor anything approaching it. It is full of significance for the motorist who realizes the friction drag of the average car; and how much friction limits the control of his car.



This 1912 Little Six was officially called, "Little Six Victoria Phaeton." This deep cowled roadster, with its interesting folding "Monkey seat," was the first car owned by the author's Father. Memories of this Franklin have involved the author in a long and diversified career as a Franklin historian, collector and enthusiast

"Second, a dash sight feed showing the exact amount of oil delivered to each bearing."

"Third, a single adjustment affecting the supply of oil to all leads uniformly."

"Fourth, 2.4 square feet of strainer area per gallon of oil contained in the system."

"Fifth, delivery of oil proportional to engine speed; hence, oil is supplied in accordance with the engine's needs."

"Sixth, a pump so constructed that in case of stoppage of a lead the pressure of oil will increase to about 125 pounds per square inch, which is enough to dislodge any ordinary obstruction, yet not enough to rupture pipes or any part of the system."

The explanation of clutch design also seems interesting enough to quote: "In the multiple disc type of clutch with alternating discs of steel and phospher bronze employed in Franklin construction, constancy of operating conditions is obtained to the highest degree. The complete enclosure of the clutch, which keeps out dirt and grit, and the oil bath in which the discs run, both tend to maintain the condition under which the first adjustment was made."

"In the cone clutch, this foreign matter steadily accumulates on the friction surfaces and continually alters the manner of engagement or release."

"This multiple disc clutch is far superior to the cone type in regard to flexibility. The ease with which it permits of the gradual acceleration of the car speed because of its greater capacity to withstand slipping, is in direct contrast with the other type. In this latter case, where the same amount of slipping is allowed, the friction surfaces soon burn and produce serious grabbing and never ending trouble."

"The spinning of a disc clutch is practically negligible because of its small inertia. Owing to this fact, the shifting of gears is easier and quieter than when a cone clutch is used."

"The less pressure per square inch of friction surface made possible by the large number of discs, and the presence of oil in the clutch case, are important factors in the universal satisfaction derived from the Franklin clutch."

"The clutch trunnion is lubricated by oil through a pipe which leads from the toe boards through the fly wheel shield to the driver and trunnion. An opening in the toe board gives easy access to the oil pipe."

"Cleaning the clutch is accomplished by putting a pint of kerosene or gasoline in the oil hole in the clutch cover, replacing the plug and running the motor for a short period with the clutch disengaged. The kerosene or gasoline is then drained off and the clutch refilled with Medium Monogram oil in quantities of four to six ounces. This insures smooth running for the next five or seven hundred miles."

And the transmission also deserves a quote: "The Franklin transmission has distinct advantages of strength, light weight, simplicity, and silence."

"The case is made of aluminum copper alloy and the gears are constructed of a 3½% nickel steel, heat treated by Franklin methods which insure a glass hard finish. The teeth are of the stub form, short and thick, securing maximum strength and greatest ease of engagement."

"While the reasons for heat treatment of steels in general and of the transmission steels in particular are quite generally known, it might be well to restate them here."

"The most beneficial results obtained is the ability of correctly heat treated steel to withstand to a degree of very high efficiency the wear placed upon it and the next result of almost equal importance is the feature of a reduction in weight without a reduction in strength. These two reasons stand for a greatly reduced cost of maintenance and a prolonged life of the car."

"The transmission is of the three speed forward and reverse selective sliding type. A consideration of points relating to the four speed type is sufficient to show the superiority of Franklin construction."

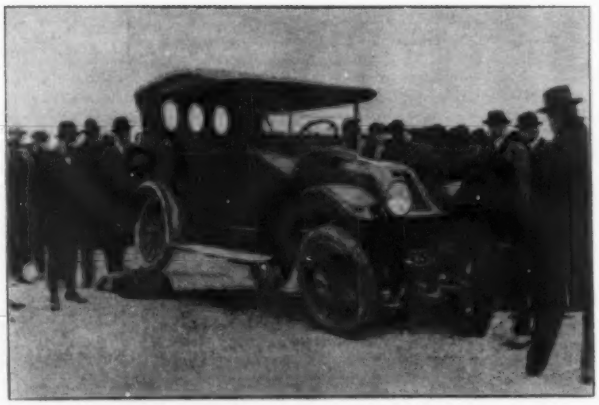
"The four speed type introduces two additional gears making a complicated gear shift device necessary and adding greatly to the weight because of the increased size of gear case and number of extra parts."

"High speed is usually attained in a four speed set by driving through gears, direct drive being on the third speed. The noise resulting when the gears are thus engaged is very noticeable, and as this speed is most often employed, it produces a great deal of annoyance."

"On Franklin cars the weight of the transmission must act through the sill and springs before its effect is exerted on tires with the result that the pounding on the fabric is to a great extent eliminated."

The service brake operating on a drum on the drive line just back of the transmission was for many years characteristic of Franklin cars so perhaps this quotation giving their reasoning behind this type of brake will be of interest:

"That the Franklin type of brake is generally known is certain, but the reasons for its adoption are not quite so plain.



Here is a demonstration of a Franklin discovery that is attracting the attention of the engineering world. The photograph shows the experiment conducted before the Engineering Students at Purdue University, Lafayette, Indiana. The *diagonal front and rear wheels* were run upon blocks of wood *one foot in height*. The spark plugs were removed from the motor and the engine *turned over freely by hand*, showing the absolute elimination of distortion and strain in the drive line, which *Franklin flexibility* makes possible even under the most strenuous road conditions. Notice that the body is in an entirely horizontal position. All the distortion is taken up in the *springs*, *the flexible frame* and the *supports* of the various mechanical units.

Advantages of the brake

Among the advantages are accessibility and simplicity, two attributes which promote ease of adjustment and ability for positive cooling of the brake surfaces, light weight per maximum braking effect, and the perfect equalization by means of the transmission brake, of the braking effect upon the rear wheels."

"The only questions which present themselves with respect to the above are: Why does not Franklin use equalizers on the rear wheel brakes? and, Is the transmission brake, which puts all the strain of braking effort upon the drive shaft and rear axle, good design?"

"The purpose of the equalizer is to equalize the pull on the brakes so that they are both actuated by the same number of pounds of pull. To make this possible, it is necessary to make a division in the countershaft which adds two bearings or else it is made in the form of a beam working in slots in the frame, a construction which is of necessity complicated, and much more likely to noise and rattle than the Franklin method. Moreover, to equalize the pull upon the brakes in pounds is but a small part of the story. Braking effect is directly dependent upon the co-efficient of friction, and except under ideal conditions, this cannot be obtained equally upon each wheel. This is at once made plain when it is seen that one brake may be covered with oil while the other is covered with sand."

"Franklin practice makes general use of a large powerful foot brake acting upon the transmission drum, and brings the rear wheel brakes into play very infrequently. This arrangement means that the brake is easy to apply so far as pressure is concerned, due to the gear ratio through which it operates, and that it exerts a uniform retarding force on each of the rear wheels under all conditions, because of the differential mechanism."

"With the above advantage, the question of design enters. The greatest amount of braking effort obtainable is that which will cause the rear wheels to slide. It is the prevailing custom for design to be such as to meet the most strenuous conditions applied."

"This condition with respect to driving mechanism on cars is that it should be so designed as to be able to carry all the load possible to apply by the motor."

"Now this sudden load applied to the Franklin car by dropping in the clutch with motor at high speed and transmission gears either in low or reverse, is such as to cause the rear wheels to spin. Therefore, inasmuch as the wheels have been spun by the motor, at least the same amount of stress has been put in the driving members as if the brake had been suddenly applied causing the wheels to slip. Consequently, the foot brake puts no more strain in the driving members than does the motor."

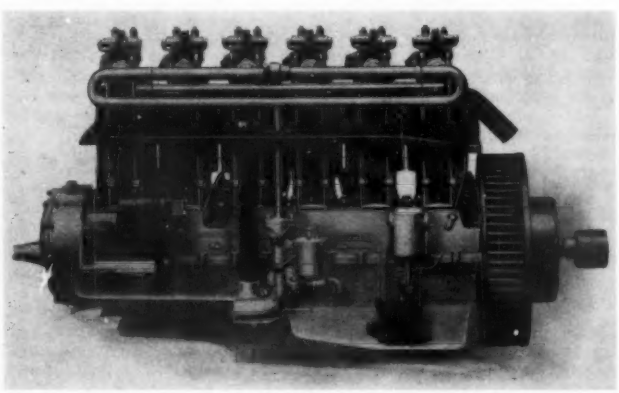
The tubular axle

With regard to the tubular front axle, the booklet goes into the subject at length, but among the more significant paragraphs are the following:

"These statistics show that while it is possible to make an I-beam axle whose weight is 18% less than the tubular type and whose vertical strength is equal to that of the tube, its horizontal strength is only 22% of that of the tube, giving the I-beam axle a sufficient up-and-down carrying ability, but leaving it sadly lacking when a backward, forward, or twisting strain is made upon it."

"Then there is another reason for the use of a tubular axle as the lightest possible construction. The frame, sills and body of a motor car are in a large measure protected from road shock by the springs. Any one who has ever observed an automobile passing over cobblestones will probably have noticed the fairly steady translation of the body while the axles and wheels are fairly dancing up and down. This amounts to saying that a succession of very rapid blows are being dealt the body of the cars through the springs by the axle. Hence it is at once clear that the axle is a sort of hammer and the lighter the hammer the less the shock to the motor car."

"Consider finally the greatest advantage of the use of tubing for an axle. The drawing process involved in the manufacture of tubing are such that a low grade of material cannot be used to secure a manufactured product for in the drawing, all cracks, flaws, and imperfections are opened, stretched and magnified in such a way as to be glaringly apparent. For this reason alone inferior material is barred and the tubular form becomes an insurance policy. In addition, the use of the high grade nickel steel tubing of the Franklin axle makes possible the use of a heat treatment that wonderfully



The 1914 Engine. Note the Eisemann magneto at front replacing former Bosch at rear and the placing of the induction system on the left side due to change over to left side drive

increases the strength of the material, allowing an additional factor of safety."

"To sum up, the I-beam type of axle, representing a general trend in design, is very heavy, a cheap construction and very liable to hidden flaws, as a very ordinary grade of material may be employed. On the other hand, the Franklin tubular axle is very light, an expensive construction and uniformly flawless since the best grade of material must be used in the manufacture of the tubing."

"All that has been said relative to the design of tubular front axles is equally applicable to the rear axles. Further than this, the most distinctive features are the type of differential and the semi-floating principle of construction."

"The Franklin differential is what is commonly termed 'the spur gear type' and probably the best way in which to explain its advantages is to explain the limitations of the other, or bevel gear type."

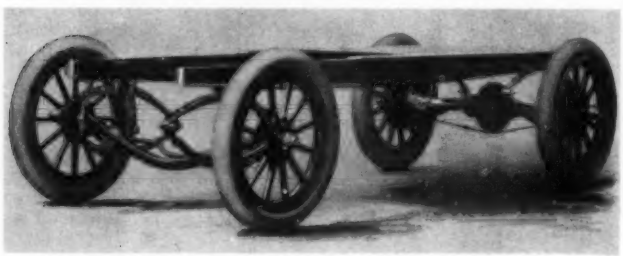
"Owing to its type of construction, the bevel gears place an extremely heavy end thrust upon the bearings which speedily results in a tendency to wear and back-lash. Further, owing to the stresses, it is necessary to support the bevel pinions by an enclosed frame work that is particularly heavy and has the further disadvantage of placing the adjacent parts in peril of complete destruction by a broken part in the differential which is not able to escape but most necessarily remain to grind to pieces."

"In the spur gear type there are no end thrusts. It is open around its circumference; it is more quiet and it is lighter than any bevel pinion differential mechanism of corresponding strength."

"The advantages of the semi-floating type of rear axle as used by the Franklin over the full-floating type, lie, first, in its greater simplicity. The fact that the drive is transmitted to the wheel through the same shaft that carries the weight makes possible the elimination of independent drive shafts, cumbersome wheel drivers or clutches, and bulky, complicated wheel hubs."

"The ease with which the rear wheels can be removed, the drive shafts withdrawn, and the bearings adjusted, all point to the accessibility of a semi-floating type."

Most important of all the saving of weight obtained by the simpler hub and driving device together with the fewer parts necessary in this design, greatly prolong the life of the car mechanism and add to tire service and easy riding qualities appreciably. The whole construction is in direct line with the Franklin principle of building into the car the features which unite to make a simple, comfortable and serviceable automobile."



The famous wood sill

Then follows a discussion of one of the most distinctive and well known characteristics of Franklin cars from their inception until as late as 1928, the laminated wood chassis frame or "sills" as they are here referred to:

"Certainly not the least important of Franklin features is the use of the wood sill. This type of sill construction has been adopted simply because it transmits vibrations and road shocks much less than steel, and because per equivalent unit of weight it is much stronger than a steel sill."

"In support of this latter statement experiments in the mechanical laboratory of the Franklin factory are conclusive. The metal pieces used were channel steel sections of the same comparative size as the wood pieces."

"The basis of computation was reckoned on load per unit weight, that is, how many pounds each piece would support for each pound of its own weight."

"The Franklin sill carried 2500 pounds and weighed 6¼ pounds. The strongest piece of steel carried but 1550 pounds and weighed 12½ pounds."

"On this comparison, it was shown that a wood sill is 65% stronger and 50% lighter than a steel sill."

"The material from which Franklin sills are made is ash and knowns as second growth, selected—"First, for strength. Second, resiliency and lightness. Third, for its grain."

"Before going into the sill every piece is weather seasoned for two years and kiln dried for ten days, which treatment makes it insusceptible to weather conditions."

"From Franklin experiences it has been proven that a sill composed of three pieces of approximately equal thickness running the full length of the sill is best adapted for securing resiliency with strength."

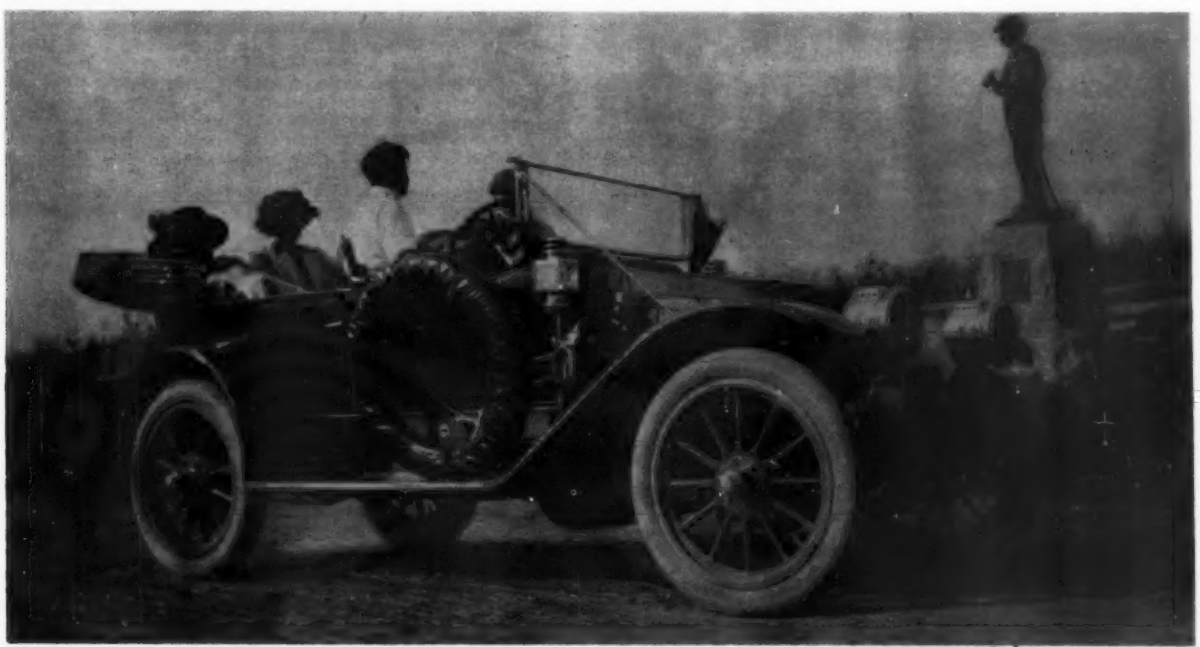
"These three lengths are thoroughly glued and screwed together and a suitable strip placed along both top and bottom edges to protect the joints from the weather. The sills are supported to one another by cross members so placed and constructed as to give the very maximum of strength, and as a unit, form a sill much stronger than any steel frame of equal weight and with a capacity for absorbing vibration far in excess of the steel type."

"Examples of the use of wood in a shock absorbing capacity appear in foundations for steam hammer anvils, machinists' and carpenters' hammer handles, and axles for heavy service wagons."

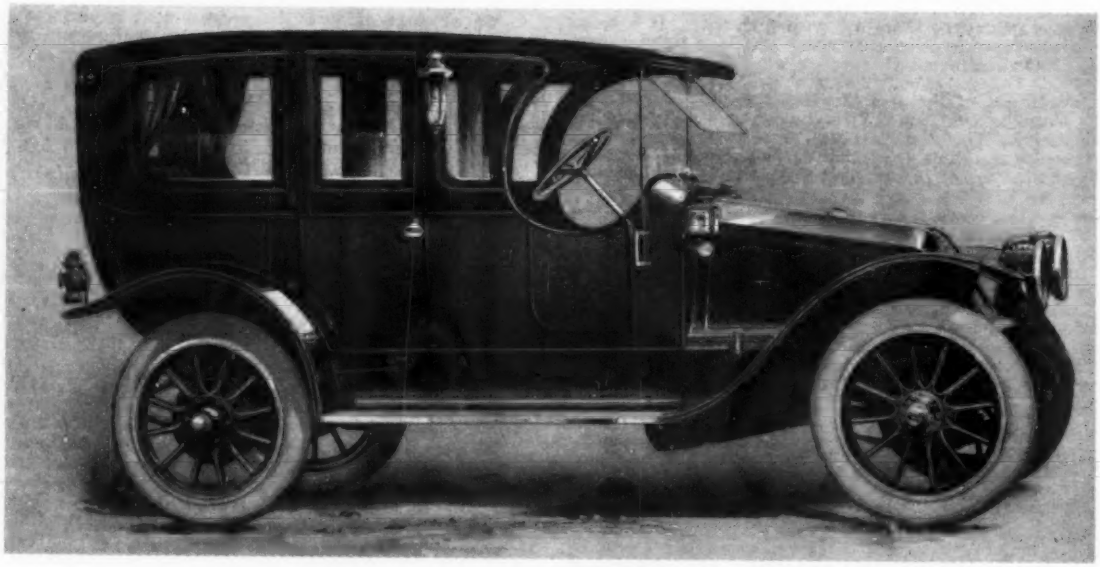
And continuing with an explanation of that feature which probably contributed more than any other to the characteristic riding comfort of the Franklin car, a characteristic remembered to this day by almost any layman who had any experience at all with the Franklin car:

"The use of full-elliptic springs is the preeminant feature of Franklin flexibility."

"It is the most general practice to suspend a car on horizontal semi-elliptic springs which can take shocks in one direction only, vertically. As a matter of fact, however, practically no shocks are vertical shocks, but are received horizontally, transversely and, in the rear axle and driving system, rotatively. With full elliptic springs, all combinations of horizontal and vertical shocks can be absorbed because the point of application of shock to the spring is not in line with the support of the spring."



A 1911 D Touring at Gettysburg. This car was the usual Royal blue but was nickel plated



A 1912 Model H Limousine. This mounted the regular 38 Horse Power engine. It has a door to the driver's compartment which was upholstered in black leather. The interior was cloth upholstered. Standard color was a deep purple with black trim

"Carrying light weight, the full elliptic springs can be kept flexible and this type of design means that not only are road shocks absorbed, but all sudden variations in the driving line are cushioned in passing through the rear springs."

"Moreover, the Franklin spring suspension relieves the driving mechanism of severe shock and thereby adds to its long life."

"Easy riding is directly proportional to spring throw. This means that the effect of the jounces or road shock is less evident to the passenger, the longer the period required by the springs to counteract the blow. For instance, it hurts more to catch a ball when holding the hands absolutely stationary than it does when the hands are allowed to give away a little when receiving the ball."

"The full-elliptic type of springs allow the greatest range of spring action for any given length of spring. Therefore, the period of time in which the shock effect is dissipated is of the longest possible duration and the highest degree of easy riding is secured.

"On cars equipped with semi-elliptic or three-quarter elliptic springs in order to approximate something like comfort, it is either necessary to build the springs as flexible as possible when being compressed, and attach shock absorbers to give sufficient strength on the rebound, or to design them so as to be strong enough to counteract the rebound without the aid of shock absorbers, and sacrifice the flexibility in the other direction".

"Franklin full-elliptic springs take care of all cases. The office of the so-called 'shock absorber' is incorporated in the spring construction itself."

"In the semi-elliptic type, the rebound is brought to bear on the top leaf alone. The retarding force on the upward motion of the spring comes only from the resistance of the material to bending. The small cross sectional area of the leaf materially limits this force'—and skipping more detailed explanations, we find expression of "modern" engineering thought widely publicised today—"The front springs are as flexible as the rear springs, this is in marked contrast to the usual practice which uses a stiffer spring on the front of the car than on the rear."

"The use of equally flexible springs front and rear balances the riding and not only saves on the car but saves on the motor by eliminating pounding strains."

In explanation of the Franklin type of drive: "The Franklin method of applying this power for the propulsion of the car is important both from the standpoint of comfort and economy."

"Radius rods and torque tubes, with their rattling and jarring, with their necessity for adjustment and lubrication are not used. The Franklin drive is transmitted through the springs which absorb any sudden variations and prevent the resulting effects from being evident on occupants and mechanism alike. Radius rods transmit all road shocks directly to the chassis frame; Franklin construction absorbs them."

Several very pertinent facets of Franklin design philosophy are discussed under "Franklin Tire Principle", quoted here in part: "Tires on Franklin cars are not called upon to carry the full weight specified by tire manufacturers. They are not overloaded; they are bigger than those used on other cars of the same weight. Their factor of safety is larger than provided for in the usual tire equipment. The Franklin tire question has been decided on the same engineering basis that has governed the design of mechanical details."

"When the wheels strike an obstruction the effect is similar to the blow of a hammer, the heavier the hammer, the greater the blow. The tires are required to absorb their share of the resulting shock. It is therefore evident that any reduction in the weight carried on the tires will produce a corresponding decrease in the force of the blow, which in turn will lessen the strain on the tires themselves. For this reason, the lightest possible type of axle construction consistent with strength is followed, and the use of such weight-adding accessories as demountable rims is discouraged. It is particularly important to keep the unsprung weight, or that which acts directly on the tires without being in any way counteracted by the spring suspension as low as possible. This feature of design is never lost sight of by Franklin engineers. A glance under the car shows convincing evidence of the absence of rigid, bulky, weight-adding mechanism."

Eulogy and analogy

Earlier in this eulogy an anology was drawn between the Franklin of this period and its world famous British contemporary, the Rolls Royce "Silver Ghost"; this may be further pursued by the following details of Franklin construction of the period. Again, we quote "The constant endeavor of Franklin designers to build a car as light as possible has led to extensive experiments along metallurgical lines to determine the proper steel for a certain use and the proper heat treatment to apply in this connection."

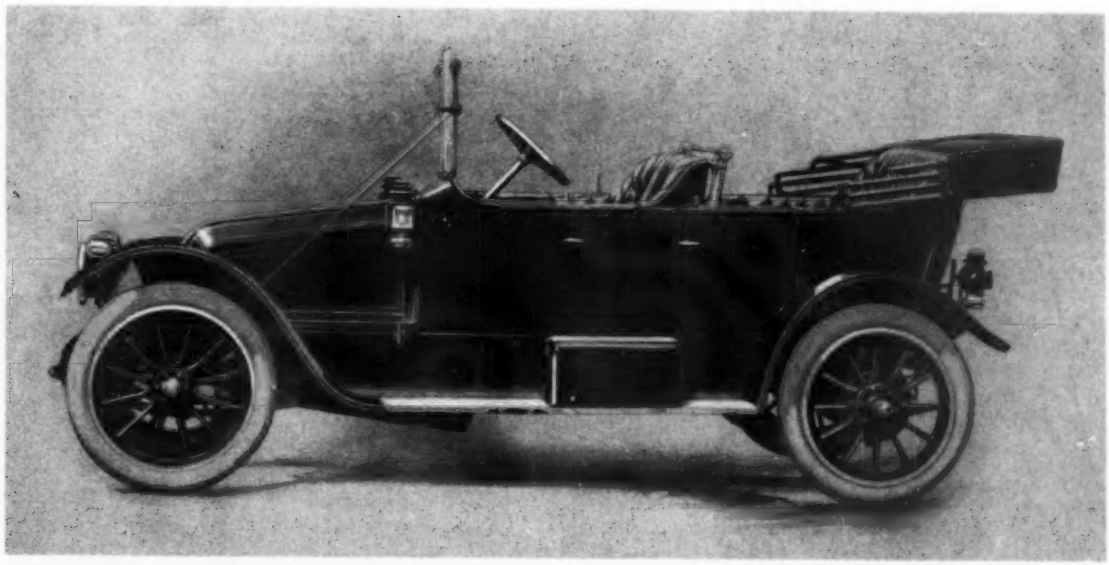
"Steel, which must resist shock, as used in cap screws and strut rods, when it comes from the mills has an elastic limit of 60,000 pounds per square inch and a maximum strength of 80 000 P.S.I. After heat treatment, the above properties are raised to 135,000 pounds per square inch and 180,000 pounds per square inch respectively."

"Heat treatment gives to the high carbon nickel steel of the Franklin axles an elastic limit of 160,000 pounds per square inch and a tensile strength of 200,000 pounds per square inch."

"Springs are made of special Silico-manganese steel which combines great flexibility with strength."

"The driving shaft of nickel steel is capable of being twisted through an angle of 270° before breaking and will return to its original position without any damage after being twisted through 120°."

"The Franklin worm and gear type of steering apparatus is made of 3½% nickel steel with a .15% to .25% carbon content. Case hardening gives the gears a glass finish and maximum wearing ability, so that continued use produces the least possible back-lash between the worm and gear."



Quoting the 1912 catalogue: "The five passenger, thirty horse power model M touring car is the "Little Six" of the Franklin line. It is the first small six cylinder car to be produced in this country. "A "Six" of this type has been so generally desired and this model meets the requirements so perfectly that its position as the leader among all small cars is assured." Note tonneau windscreen

".35 to .45% carbon open-hearth is used in the crankshaft. Heat treatment gives it high ductility and resistance sufficient to overcome any strain subjected by the motor."

Body Design—"Proportional developments of body design is not hampered in the Franklin by an intrusive radiator nor by any other mechanical factor which limits the efforts of the designer."

"A sloping hood is used, developed along the most characteristic lines of this type, harmonizing perfectly with the body contour. It is hinged at the front turning upward and forward and when raised leaves the engine perfectly accessible down to the chassis frame."

Body Construction—"Body frames are of ash and the body panels are of aluminum, so combined as to give the greatest strength with the least amount of weight."

Painting—"Painting of the bodies of Franklin cars is done with that painstaking care which characterizes the finest carriage work. Metal bodies are first covered with 'rough stuff", which is rubbed off disclosing any defects in the laying of the panels. After this the body is gone over from 18 to 20 times with paint, rubbing material and varnish, the number of treatments varying with the color applied."

"All painting is done by expert workmen under the supervision of a trained foreman and paint is subjected to a rigid examination before the body is accepted."

"The bodies are finished with a high or permanent lustre."

"The best evidence of the care with which Franklin cars are painted is the ease with which the paint on old models is freshened up to look like new by a single application of varnish." The author would like to challenge the truth of this last statement; it takes more than an application of varnish to make old models look like new after only forty or fifty years.

Some of the following quotes will further demonstrate the honest efforts to make the Franklin as fine as humanly possible.

Franklin Inspection of Stock—"A most rigid inspection of every process, every detail of construction and of every kind of stock is made at the Franklin factory."

"The various kinds of steel are carefully checked to comply exactly with the specifications of the Engineering Department. Exhaustive metallurgical tests have established a standard which is strictly maintained. Chemical analyses, made in an especially well equipped laboratory, fix the correct proportions of the various constituents of the metal, and if these proportions do not check the metal is rejected."

"After the steel bar stock and castings are shaped into the various elements which form the car a careful inspection of dimensions is made. The range of allowable limits varies from a thousandth of an inch in the case of the more refined work to five thousandth of an inch in the rough work."

Inspection of Parts—"Transmissions, axles, steering devices, etc., are thoroughly tested out. The construction is tested over several times in the process of building until every possibility of defect is eliminated."

Inspection of Motor—"The importance of a thoroughly tested motor is a recognized essential. Immediately after the motor is assembled it is run in by operating it from an electric motor for from thirty to forty hours. All the wearing surfaces are worked together and oil worked into every part."

"After this running in under external power, the motor is placed on a block and run for sixteen hours under its own power and under full load to limber up the mechanism and to disclose any errors of assembling or adjustment."

"In this running in under its own power, the motor is subjected to the same process of cooling as that which takes place when it is in service in the car and the running in on the block is equivalent to about 400 miles service on the road."

"After the motor has passed through these two block tests, it is sent to a tuning up department where it is again put through a rigorous examination, which it must pass before being mounted in the chassis."

Inspection During Assembling—"During the final assembling process, two examinations are made, the first deals chiefly with the correct alignment of the engine, transmission, running gear, etc., the second checks up on the body, equipment and finish."

Chassis Test—"Before the body is put on, the assembled chassis is driven over severe roads by inspectors who test every part of the car under the conditions which it will be subjected to in the service of the owner. No car is passed on for the body until it is right in every detail."

"After the body has been mounted on the chassis, the car receives another careful inspection and is placed in charge of the Sales Department and again put through a road test. Its final acceptance or rejection is based on its performance in this last test."

What Franklin Design Accomplishes—"The principles of Franklin construction embodied in the car as a whole makes possible an automobile that is unaffected by weather or road conditions."

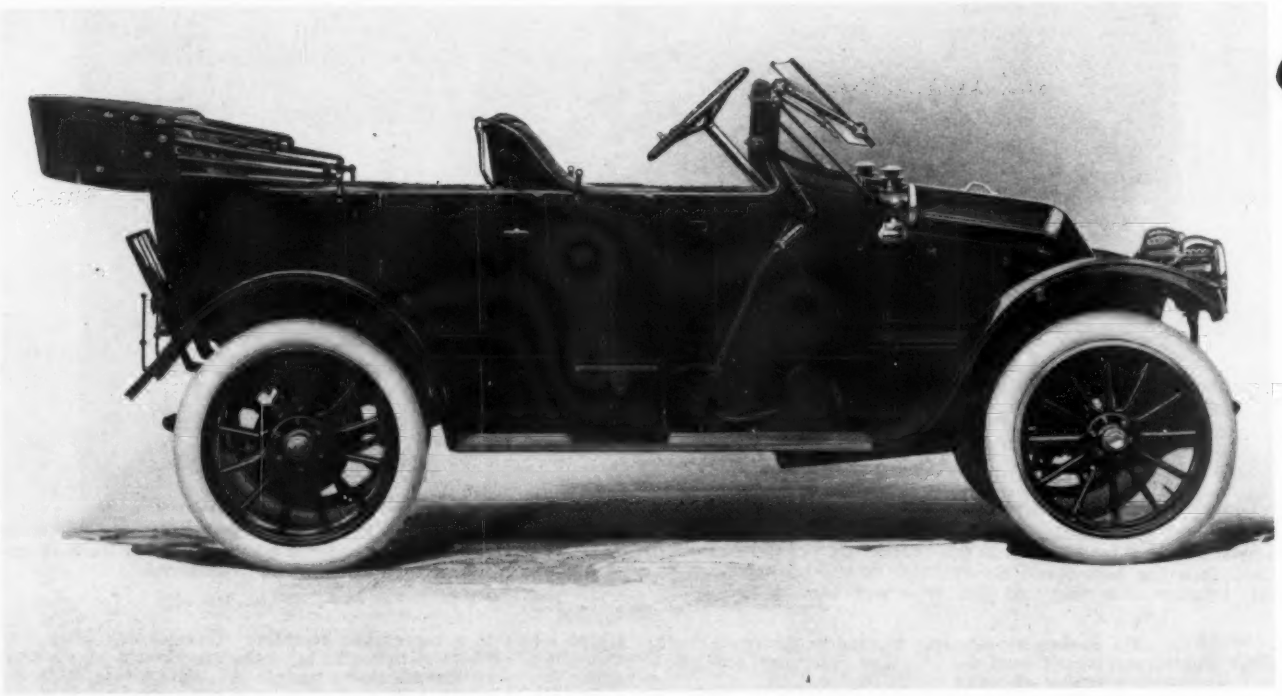
"Air cooling is scientifically correct: in practice a proven success; reliable at all times."

"The Entz electric starting and lighting system used on Franklin six-cylinder cars is a single unit system of great efficiency.* There is only one switch to operate and the motor cannot stall. This is a self-starter that gives new confidence to the driver as he can handle the car in crowded traffic and drive steadily on high gear without fear of the engine going 'dead'."

"Because of its easy riding, which is a function of the resiliency and shock absorbing qualities, the Franklin has the faculty of covering a greater distance over American roads in a specified time than any other car."

"The wisdom of Franklin design is again demonstrated in the car's ability to climb hills. It is here where weight counts especially. When a car ascends a hill, it means that its weight must be lifted the height of the hill. It is therefore plain that

*See AIR COOLED NEWS of October 1956 for Mr. Carl Doman's article on the development of the starter used by Franklin. . . . Ed.



FRANKLIN FOUR "25". FIVE-PASSENGER TOURING CAR, $2000

the less the weight, the less the force required to do the work, that is, for a certain horsepower, any reduction in weight means increased ability in hill climbing, the car will go up the hill with greater ease."

"The same consistency of operation is shown on hills, through mud or sand, over country roads, or on a straightaway stretch of macadam. It is essentially the Car of Ability."

"The strong, flexible, light weight, resilient construction from the ground up insures wonderful durability. The shocks that rack and tear at the mechanism of the rigidly built car are cushioned and absorbed in the Franklin before they reach the mechanism."

"Every feature contributes to economy of operation. The high efficiency of the Franklin motor and transmission system, together with the car's light weight, gives fuel economy."

"Furthermore, Franklin tire service is three to four times that ordinarily obtained from cars of any other type."

"The careful choice of materials, accurate assembling and the protection of the working parts from the road conditions by means of Franklin shock absorbing construction, reduce necessity for repairs to a minimum."

"Just as the mechanical details bring out features which are peculiar to Franklin design, so does the coach work show developments of outline and appointment that give the car its air of distinction and individuality. The combination of an artistic flush sided body and a sloping hood of most graceful lines gives to the Franklin an effect not possible to obtain in any other type of motor car."

If the reader will bear with us, just one other quotation to illustrate the uncommon background of the Franklin of this period. The following is from a Franklin catalog of the 1914-15 era.

"Young men entering our employ are required to complete a four year's course in general mechanical training under the direction of expert instructors. Work done in the shops and school room is exactly correlated. During the course the students are under the discipline of the instructors who are master mechanics and perform a definite course of study on the full variety of shop equipment. A fine body of young men thoroughly equipped to carry on the intricate work in manufacture is thus assured."

"We also maintain a special course of instruction for the development of first-class repair men and foremen. Only machinists are admitted to the course. These men are supplied to Franklin dealers as required. This special course is kept up so that Franklin owners may have good service.

"Visitors are always welcome to visit the Franklin factory and see how the car is made."

"Every purchaser of a Franklin car, new or old, is requested to register his car with us in order to secure the benefit of our service to owners."

"Franklin dealers everywhere are equipped to give prompt attention to Franklin owners. Parts for all past models are carried in stock and should be ordered through your dealer."

Areas of evidence

Now we have reviewed the design philosophy which lay behind the Franklin cars of this era and the claims made for them by their builders; how can we best judge in retrospect whether or not they were fulfilled? There are many ways in which we may weigh them: we will mention a few areas of evidence and then examine each in more detail. Among the measures of a car's greatness may be noted the following:

1. Mechanical design and high quality of materials and workmanship.
2. Its commercial sales success.
3. Its value on the used car markets.
4. Its durability and practical success in the hands of its owners.
5. Its "official" records in economy runs, races, etc.

The first point has been well enough be-labored so we will pass on to the second—excepting that perhaps it would not be out of place at this point for the writer to express briefly, in a general way, his own personal judgements concerning the technical design of Franklins of the Renault hood period when considered in the light of modern knowledge and practice. I truly believe that the Franklins of this period could only possibly be faulted on three points; one (and foremost) the small diameters of crank-shafts used; two, the long, torturous intake manifolds, and, three, the use of a three speed transmission. The arguments given in justification of the three speed transmissions do not ring very true to the author; three speeds were the generally accepted standard, but the attempt to make a feature of it in a high priced car seems like skating on very thin ice indeed.. [The editor just cannot go along with the author's remarks at this point; we wonder just what experience records the author has in mind that might indicate the crankshafts were too small in fact, perhaps there were some failures though we cannot name an instance.

There has always been some theoretical controversy about Franklin's intake manifolds, but we wonder if there were any types that were proven to be superior at the time. Contrary to the author's conclusions we think that Franklin's arguments against the use of four speed transmissions are quite sound and entirely in line with the general policy of design they followed, the extra weight and complication to secure a doubtful advantage would have been against contemporary Franklin theory of over all design. . . . Ed.]

In all other respects, the design was of an inspired character, not only very sound but very advanced.

The Renault hood era of Franklin history was a period in which the company and the commercial success of its products went from strength to strength. Let us first examine production figures for these years, 1911 through 1916.

1911 Model			1912 Model		1913 Model		1914 Model	
G	—	375	G	730	G	17	M	2,859
D	—	279	D	292	D	195		
H	—	70	H	97	H	82		
M	(4 cyl.) —	174	M	482	M	537		
K	—	14	K	87				
L	—	89	L	2				
			O	25				
Totals		1,001	Totals	1,715	Totals	831	Totals	2,859

1915 Model		1916 Model	
M	1,473	M	3,776

Note: The data for these years overlaps considerably and the last Renault hood car (Model M, Series 8) went out of production in mid-1916.

Syracuse Freight Yards - 2-26-15

The Franklin Model M "Little Six" (6-30) soon became the dominant car in the line and Franklin, in 1914 concentrated on it as the only model: this has been previously noted. It is a measure of the success of this model that it established the "one model" policy, started what was, for Franklin, an era of large production, and established so sound a reputation that on its strength, sales of Series 9, which succeeded it and was a "Littler Six" reached a total of 19,759 cars for the last half of 1916 and the year 1917.

The writer feels that in an effort to make the most of a "good thing" which they had in the Model M, Six-Thirty, Franklin cut Series 9 too fine and that it was never the sound car that earlier Franklins were, though later 9-B's were much improved.* The Series 9 was the "Model T" of Franklin production, and like the real Model T, may be summed up as a "triumph of development over design." However, this is another story and enough seeds of controversy have probably been sown already.

A little back drop to sales statistics may be had by envisioning the following events. On February 24, 1915, Franklin shipped a **full train-load** of new Franklins to four cities in the states of Washington and Oregon. While the first train-load was being delivered duplicating orders came to the Franklin factory by wire and the **second full train-load** left for the same destination on March 25, 1915. Two train-loads to one small section within 29 days. During the same period, the demand for Franklin increased over the year before by 84% in the East, 27% in the Central States, and 30% on the Pacific Coast.

Perhaps the best dollar value in all Franklin history was offered by the last Renault hood model, Series 8, when it was offered at $1950.00, this for a 2700# car with 120" W.B. and 248 cubic inch motor, all with Franklin quality.

*The author's opinion was shared at the time. Arthur Holmes, one of the top Engineers, is reputed to have resigned in protest at dropping the Six Thirties for the little Series 9. He went on to build the well known Holmes air cooled car. . . . Ed.

To consider the third point, the Renault hood Franklin's worth on the used car market, let us refer to "Motor World's" Used Car Price Record of the early part of 1917, when the last Renault hood car was nearly a year old. In general, a study of these price reports will show that only one other car sold for anything near the Franklin prices relative to first cost; that car was the new and revoluntionary Cadillac V-8, which also was supported by a consistently good past reputation. It is particularly illuminating to observe the relative value which contemporary buyers placed on the makes which are so prized by collectors today: Stutz, Mercer, Lozier, Winton, White.

"MOTOR WORLD" APRIL 18, 1917

Franklins
1916 5-Pass. Touring 1400 (Boston)
1916 5-Pass. Touring 1300 (Brooklyn)
1915 5-Pass. Touring 950 (Brooklyn)
1914 5-Pass. Touring 750 (Brooklyn)
1916 5-Pass. Touring 1200 (Columbus)
1916 5-Pass. Touring 1200 (Hartford)
1915 5-Pass. Touring 1100 (Hartford)
1916 Reo 6 7-Pass. Touring—950
1916 Chalmers 32 7-Pass. Touring—500
1915 Oldsmobile 5-Pass. Touring—425
1914 Mercer—4-Pass. Sport Touring—400
1917 Buick 5-Pass. Touring—1050
1916 Regal 5-Pass. Touring—320
1915 Overland 80 5-Pass. Touring—450

"MOTOR WORLD" APRIL 25, 1917

Franklins
1915 Series 6 5-Pass. Touring 1000 (Bridgeport)
1916 Series 6 5-Pass. Touring 1300 (Brooklyn)
1914 Series 6 5-Pass. Touring 650 (Brooklyn)
1916 Series 5 5-Pass. Touring 1375 (Philadelphia)
1914 Series 4 5-Pass. Touring 1050' (St. Loius)
1915 Buick C 36 2-Pass. Roadster—500
1916 Cadillac 7-Pass. Touring—1300
1914 Winton 20 2-Pass. Roadster—800 (Milwaukee)
1916 Stutz 2-Pass. Roadster—1350 (Pittsburgh)
1917 Oldsmobile V8 5-Pass.—Touring 1000 (Pittsburgh)
1914 Lozier 5-Pass. Touring—700 (San Francisco)
1914 White 6 7-Pass. Touring—500 (Kansas City)

Now, in sequence, let us consider point 4 of our "areas of evidence' namely "It's (Franklin's) durability and practical success in the hands of its owners: judgements of those who worked with the car." Obviously, this must be, by necessity, a sort of catch-all category, a bit of a hodge-podge;

With regard to my father's 1913 Series 3 6-30, the cause of my being involved in this entire fascinating fanaticism, it might be of interest to mention a few changes my father made to "modernize" the car—changes which horrify a dedicated "antiquer" and would pose problems if the car should be unearthed today for restoration.

My father owned the car for six or seven years; he always said "You couldn't wear it out" and though he liked the ride, handling, and general quality construction (which he as a machine shop superintendent, especially appreciated), by the late 'teens the car was just a bit dated in appearance and he decided to "clean up" the appearance. He cut down the top bows, lowering the top by six inches; removed the cowl side lamps (one of which I still have) together with their brackets and the staybars to the windshield; removed the tool box (and acetylene tank holder) from the running board. (This tool box I still have); and, in some way of which I have no detailed information, altered the handbrake lever and/or its mounting to bring it inside the car (where the shift lever was already). Performancewise, he made only one alteration; the carburetor was very low, probably in the interest of gravity feed from the underseat gas tank of the touring car, but since his Victoria-Phaeton had a cowl-mounted gas tank (Ala Model A Ford) he decided that the long haul for gas vapor from carburetor to cylinders added nothing to performance and was not necessary—he, therefore, cut twelve inches out of the intake manifold and raised the carburetor by that amount. This, he felt, improved the engine's response considerably, and in answer to my questions in later years, said he could get up to about 50 M.P.H. from the car and had "dusted" some later cars, such as the early Buick sixes of about 1915-16, on get-away and speed up to that point, though I believe he accorded them a higher ultimate speed. [Our own Six-Thirty, a Series 4, was accurately timed through all the gears. 13 M.P.H. in reverse, 26 M.P.H. in low, 46 M.P.H. in second and 67 M.P.H. in high. While Franklins of that period were not exceptionally fast we do believe that most people underrate them in their recollections. . . . Ed.] Also, he had made but never installed before parting with the car, a set of what our young "hot-rod" friends are pleased to call "lowering blocks"; these were cut from hard maple in the pattern shop to match the spring contour below and the axle spring seat above and were about 1½" 'drop" —(I still have these, too).

In later years, since becoming interested in Franklins as "antiques", I have encountered many comments from those steeped in Franklin lore, confirming the Franklins of the Renault hood era, and the 6-30's in particular, as being outstandingly good, even as Franklins go.

Also, there are some colorful bits from Franklin Dealers Bulletins of the early '20's'. There is a report concerning a demonstration given Mr. Orville Wright in a Series 10, as follows: "Mr. Wright owns a 1916 Franklin Sedan and a 1920 Packard Sedan. Kuhner's (the Franklin salesman) idea, of course, was to sell him another Franklin, so he gave a demonstration in a Series 10 Four-Door Sedan. Wright was very much pleased with the car's performance and said some very complimentary things concerning it in comparison with the other car which he owns. If we should repeat all the nice things that he said about the Franklin in comparison with the Packard, somebody might accuse us of knocking. We will say this—Mr. Wright likes the riding of his Series 8 and drives it most of the time because, due to an injury undergone in one of his experimental flights, he finds it necessary to have a car of extreme comfort to ride in. He says that the Franklin is the only car he can ride in for any distance without being all tired out. He intends to buy a new Franklin when the Series 8 falls to pieces. May he live that long!"

And from the same source: "Mr. W. Gibson, who lives near Launceston, which he says is a flourishing town of about 30,000 inhabitants, situated in the northern part of Tasmania, near Melbourne, is, to the best of our knowledge, our champion mail order customer."

"Mr. Gibson has owned three Franklin Touring cars, all of which he has ordered from us by mail."

"Just recently he ordered a Series 10 Touring and said that his previous car, which he received in June, 1916, had given him great satisfaction and is still in daily use (7 years later). As a matter of interest, the Treasurer's Department dug up his previous order which he placed on May 6, 1916. In each letter, he specifies that we send him our very best Touring car with all the latest improvements. Mr. Gibson also buys Quaker State Medium oil in quantities. He also orders a few extra parts with each car."

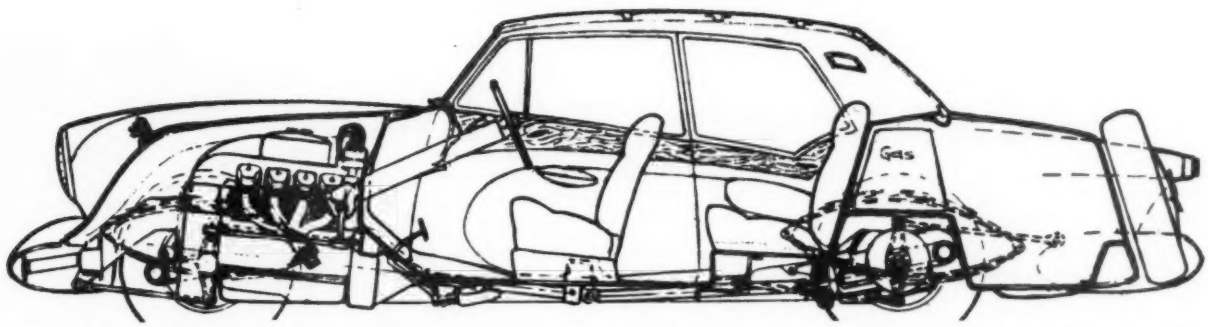
"Mr. Gibson's first car was Model D No. 6582, 1909; his next one, a 1910, No. 7781. His third card was purchased in 1916 and he has now placed an order for a Series 10, enclosing his post office money order for 551 pounds seven shillings seven pence."

The list of contest and demonstration successes of Renault hood Franklins is long and impressive; we can not attempt to summarize them here.

An epoch ends

So ends this saga of the Renault hood Franklins. They were very American cars, owing nothing to foreign influence, save their Renault hood. To me, they in particular, seem to proclaim their birthplace in "Up-State" New York by their very "Yankee" stubbornness in holding to a principle, their uncompromising honesty of construction, and their lack of ostentation in appearance. They speak eloquently of a very vital period in American history, a period of a young nation's early maturity. Theirs was a period when there was no doubt of the ultimate triumph of "Right" over "Might", when all was a world of peace and confidence, an ever rising level of light and joy for the "common man"; theirs was a period of complete faith in Horatio Alger, of band concerts on the village green, of "Ice Cream Parlors" with their twisted wire furniture and big, wood-bladed fans hung from embossed tin ceilings, of flags and fireworks on the 4th of July, of the new found wonders of the "Kodak" and the "Thermos" bottle, and of George M. Cohan singing "I'm A Yankee Doodle Dandy".

From that moment in history America went forth to join the world; likely, never in our time will we see again such an era of universal trust, confidence, and security. If our Franklins of that era can re-kindle a bit of the magic of their time, if they can repay our efforts with brief glimpses of the vital, proud, God-fearing America they knew, let us cherish them.



The Editorial column deplores the fact that Franklin abandoned its own distinctiveness to follow the trail of the watercoolers and so became just another car in outward appearance. The reasons for this matter little now.

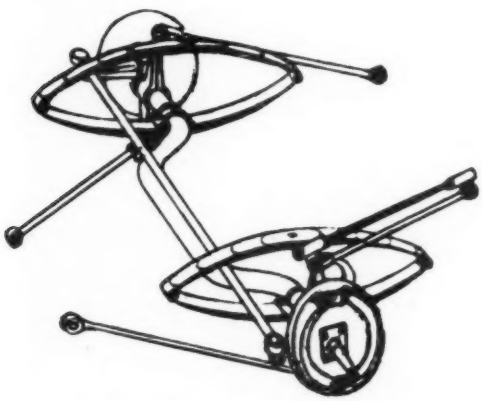
That Franklin could have, with a bit more imagination than was shown, kept abreast of the general trend and still retained distinctiveness was shown by a prospectus of a Franklin that never existed except in the imagination of one of our members.

As a favour for the 1955 banquet member W. Fenton Meredith had prepared a brochure depicting the Franklin "Jet Airman of 1956—Series 20". This phantom car, designed with full advantage of all the developments that have taken place since the last actual Franklin rolled out of the factory doors, is, nevertheless, immediately recognizeable anywhere as a Franklin. It does not pretend that it is watercooled, it retains the Renault hood cleverly integrated into modern body design. It does not hide its heritage of air cooling behind a false front.

The sketches are worthy of most careful study Only those people at the '55 Trek have had the opportunity of seeing this very interesting pamphlet.

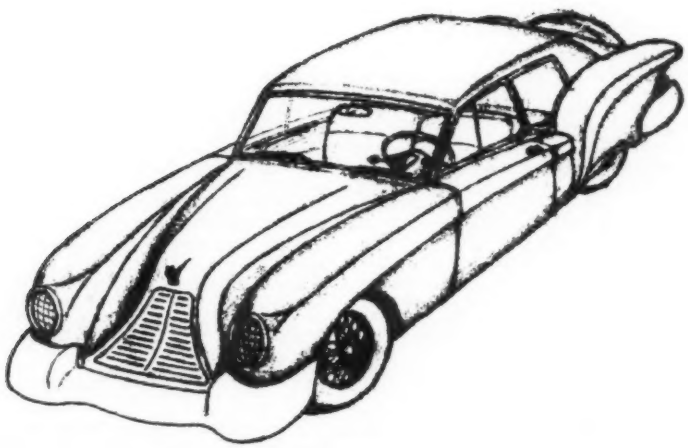
It is a real pity that this car can not actually see the light, for with the perfectionism of a real enthusiast Meredith has designed WHAT MIGHT HAVE BEEN the greatest Franklin of them all.

Mr. Meredith still has about thirty copies of this brochure which he will mail on request as long as they last.



FRONT SUSPENSION

REAR SUSPENSION



By W. Fenton Meredith
1/25/83

---and cabbages and kings

Our picture shows just a few of the forty three people who attended the Birthday Party of THE SUSQUEHANNA REGION back in January. At the meeting of this, our first Region, Nelson P. Reynolds was reelected President and Earl W. Becker continued as Secretary. These officers will be served for another year by the same Board. In the picture, in the usual order, are Miss Virginia Thompson, Mrs. William A. Thompson, Mr. and Mrs. H. H. Heinzman, Mr. and Mrs. John Tyson, Mr. and Mrs. John Carl Foster, Miss Daisy Foster, Mr. Karl Feather and Mr. William A. Thompson. From the beginning this Region has been very active.

Since our last issue the MIDWEST REGION, in the Chicago area, has been officially recognized. Harold M. Finley has been named President and Milton W. Asher is the Secretary. If this group remain as active as a Region as they were during their organization period they will have a full schedule indeed.

To bring the Regional score to three we can also announce the official founding of THE GREATER NEW YORK REGION. Henry C. Courten is their first Director and Robert J. Kennedy is the Secretary-Treasurer. At this writing we have no report on any of their activity or plans.

GOOD BYE, IT WAS NICE KNOWING YOU

One of the few, but valued, privileges of the editor of a club magazine is to express his own views on club matters without in any way committing the club administration to concurrance in those views.

Right off the bat, without any pussyfooting, let us say that we are damn well fedup with the procrastination on the part of entirely too many old members in renewing their affiliations for the year. Our membership record is truly excellent in so far as new members are concerned, for several years we have run close to two new people a week. This would give us a wonderful roster if it were not for so many old ones who fail to renew unless prodded and reminded. The actual day in and day out work of the club is handled by only a handful of members. There is nothing unusual about this as there are not very many different jobs to be done, but those few people should not be called upon to add to their labors the business of writing to forgetful members about their dues.

The Treasurer has had to devote several hundred hours to his club work, all of which had to be squeezed out of his regular daily occupation, made much harder this year by the construction of a building for a new line of business. But he has managed to do the club job that he undertook.

The Editor has lost all track of the hundreds of hours he has had to devote to the problem of bringing out the publication. Most of the time it has been quite belated, much of which delay can be charged to the editor but much more was beyond his control.

If these two members can and do devote hundreds of hours of their time to the business of the club is it just too much to expect of the rest of you to support them and the club by getting in your dues without causing them additional work in reminding you? On top of all the other work should these two, the Treasurer and the Editor, also have to worry and plan to try to meet the bills because you have not bothered to send your check? Very damn frankly if you have not renewed because AIR COOLED NEWS has been consistently late, you are a weak Franklin man indeed.

If you have renewed you will know this tirade does not apply to you. If you have not renewed it assuredly is aimed at you, if it makes a couple of you sore we will try to find time to let our heart bleed awhile for you, but in the meantime how about the rest of you people hopping over to your desk and writing out that check RIGHT NOW?

WE'LL GIVE YOU A BREAK

Because ACN has been so irregular and so often so very belated this past year the Editor is taking it on himself, probably thereby justly incurring a chewing out by the "constituted authorities", to send this first 1958 number to all the delinquents as a sort of compensation for all the past delays of publication. But this is all, friend. Look for your '58 card now, if you do not have one you are off the mailing list. . . AHA.

John Burns Column

The John Burns Column was formerly personally conducted by the late Mr. Burns. In future it will be handled by a board of Franklin engineers and special experts who, out of their wide experience, will undertake to assist members with their technical problems. In addition it will from time to time, as before, contain tips and suggestions sent in by members.

All correspondence for this column should be direct with the Editorial Office at Cumberland, Maryland. You will be expected to furnish this office with copies of your questions and the answers for possible inclusion in this column.

The information given in these numbered items is taken from Owners Bulletins loaned us by member Athol Odell of Galesburg, Illinois. These tips refer particularly to cars of the years around 1918 - 1919 but are applicable to other years as well in some cases. For example the multiple disc wet clutch goes back to the 1906 cars, the truss rods go back to the first car of 1902.

TRUNNION LUBRICATOR

Meredith mentions in his Renault hood study that the means of insuring lubrication to the clutch trunnion was rather inadequate in some of the early models and describes the frame mounted "grease pot" of the Series 8 which did provide an adequate system if the driver would use it. The editor recalls quite a situation with a 1911 in the Salt Lake Desert caused by insufficient lubrication, both in quantity and frequency, of this trunnion. As a result of this memory he made up and installed on his current 1912 D a rig that permits greasing from the outside and removes excuses for lubrication failure at this point. This excellent drawing (By Meredith) should make this installation perfectly clear without further description. In the case of the D this cup comes through the frame just forward of the left hand front door. It should be applicable with suitable details changes to other models. In some cases a new trunnion axle would have to be made so extended as to permit attachment of hose fitting.

MULTIPLE DISC CLUTCH MIXTURES

Pure oil does not always give the best results when used in the clutch. Sometime a mixture of kerosene and oil will give a smoother action. The rule is to use whichever gives you the best clutch action. In general this can be arrived at by trying pure oil. If there seems to be a tendency for the clutch to slip, try a mixture of oil with a little kerosene. Kerosene may be added until the mixture is half and half, never exceed this percentage of kerosene. #643.

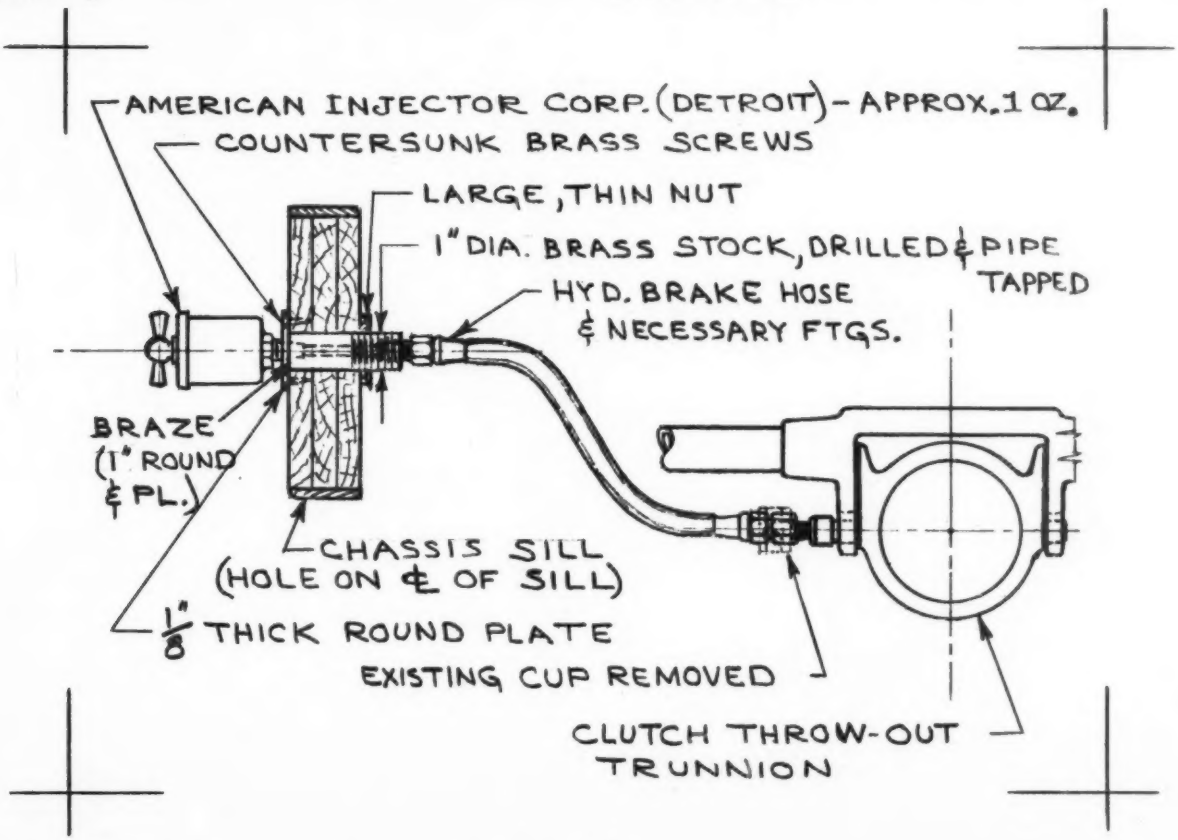
1919 WINDOW REGULATOR HANDLES

Sometimes window regulator handles are broken when trying to force movement in a stuck glass. Remember the handle is turned clockwise to raise glass and anti-clockwise to lower. (This is true up to this date, how about later years? Ed.) #646.

Are Your Dues Paid?

REAR AXLE TRUSS ROD ADJUSTMENT

The tension of the turn buckle should be such that there is no freedom in the rod when the weight of the car is nearly removed from the tires and supported by a jack or blocking under the differential housing. With the axle thus supported, the turn buckle should be drawn up snugly but not tight enough to cause binding in the bearings. #642.


AMERICAN INJECTOR CORP. (DETROIT) - APPROX. 1 OZ.
COUNTERSUNK BRASS SCREWS
LARGE, THIN NUT
1" DIA. BRASS STOCK, DRILLED & TAPPED PIPE
HYD. BRAKE HOSE & NECESSARY FTGS.
BRAZE (1" ROUND & PL.)
CHASSIS SILL (HOLE ON ℄ OF SILL)
1/8" THICK ROUND PLATE
EXISTING CUP REMOVED
CLUTCH THROW-OUT TRUNNION

THE MARKET PLACE

Classified advertisements are free to members, subject to available space. Advertisements from non-members may be accepted, without charge, at the discretion of the Classified Editor. Illustrated advertisements may be accepted if accompanied by a clear glossy photograph and a check for $4.00.

Members are reminded that misrepresentation in advertisements may result in their being dropped from the Club rolls. They are further reminded that the publishing of their advertisements entails an obligation to answer all inquiries.

Henry C. Courten, Editor, Box 127, Bethpage, New York

FOR SALE

Headlamps for Series 13, 14, and 15; Distributor and new rotors for Series 12; Points for Series 11; Dimmer switches, dip sticks, transmission parts for this era. New Owen-Dyneto parts, new con rods, Series 14 fenders and bumpers. R. M. Andrews, 77 Grove St., Lincoln, R. I.

For Series 11A—Good ign/lite switch, no face place, $5. E. Clavel, Wauchula, Fla.

Some parts from 1908 on, new timing chains for late models, valves. "Lions". A. K. Miller, West Topsham, Vt.

1929 Model 137 Limousine, no rust, wooden wheels, sidemounts; 1934 Olympic fourdoor, wire wheels, sidemounts, a little rust. Both run well, partially restored, driven regularly. Must sell for space. Will deliver for expenses. Frank B. Ober Jr., Monkton, Md.

1933 Olympic Coupe, requires very little work, almost new tires, $450. C. B. Seaman, 26 Sherman Ave., Columbus 5, Ohio.

1929 Model 130 Sedan, excellent condition thruout, with manual. Make offer. T. J. Berkefeld, 326 Orchid Ave., Corona Del Mar, Calif., ORiole 3-8788.

Manual for Series 10, combined owners and maintenance, $8.00. T. R. Reed, 518 WCU Bldg., Quincy, Ill.

Several Frame Rails for Series 9B, 10 and 11. Ed. Landmichl Jr., 3826 W. 65th Place, Chicago Lawn 29, Ill.

1930 Model 145 fourdoor with manual, good mechanically, body fair; 1929 chassis and wheels. Both for $300. George W. Cressman, 226 N. Main St., Chopin Falls, Ohio.

1931 Model 153 fourdoor, body and tires fair, good running. 70,209 miles, always registered as 1932; 1930 Model 145 fourdoor fair running, wire wheels, body n.g. Frank W. Nash, Cherryfield, Me.

For 1917—New oversize pistons and pins; for 1921-23-cylinders; for 1930-34-cylinders, springs, transmissions, crankcases with shafts, valves, gaskets, valve springs, generators, starters, clutches, differentials, ad infinitum.

1932 Model 163 fourdoor, excellent mechanical condition, body solid; includes enough spare parts to open a Franklin repair shop, 6000 miles on major overhaul. $800. Joseph W. James, 552 Woodland Dr., Hempstead,N. Y.

WANTED

Manual for 1928—John E. Marshall, 51 Washington St., Belmont 78, Mass.

Complete engine for 1919 Series 9. H. G. Brown, 190 Grandview Ave., Nanuet, N. Y.

For 1929 Model 130—Whiteface oil gauge, stoplight glass, lite switch level #R5483, whiteface gas gauge #40770, gas tank gauge unit #41748; also issues 1 thru 4 of ACN. Godwin G. Johnson, 23 Fallon St., Staunton, Va.

For Series 10—Good open body; for Series 11—pipe connecting exhaust and intake manifolds; for Model G roadster—top or top sockets. E. Clavel, Wauchula, Fla.

For 1930—Wire wheels—4 hub caps, small type. J. B. Nethercutt, 221 S. Rockingham Ave., Los Angeles 49, Calif.

For 1906 Model G—Rear doors, head lamps and brackets. Dr. A. N. Breuer, 442 Carlisle St., Hanover, Pa.

For 1910 Model H—Brass robe rail. Dr. M. L. Redding, 238 Frederick St., Hanover, Pa.

LEADS

Channel and "T" Rubber for windshields. For samples and prices, contact Earle S. Eckel, R. D. #1, Washington, N. J.

Brass Windshield frames, brackets, etc. made to order. Precision Brass Div., Assoc. Steel Co., 1700 Sawtelle Blvd., Los Angeles 25, Calif.

1930 Sport Roadster, very good condition, complete $350. M. D. Mahoney, 1428 16th St. W. Bradenton, Fla.

1934 Series 17 V-12 Sedan (from D. Cameron Peck collection) $1000; 1914 incomplete engine for parts. For additional information contact member W. B. Hamlin, 229 Rosewood Ct., Ontario, Calif.

Franklin Differential with wheels and frame, year unknown. George H. Thompson, P. O. Box 472, Tompor, Calif.

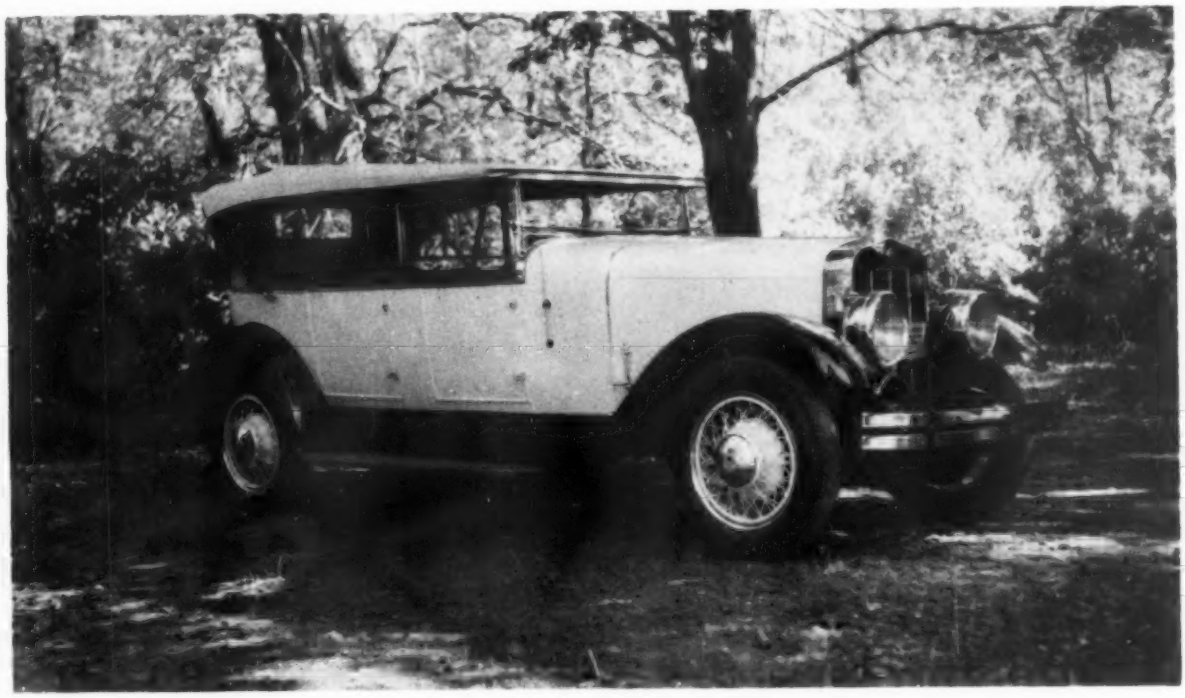
1927 Series 11B Sedan with manual, very good mechanical condition. needs some upholstery; 38,000 miles. Ornament, shift knob and lighter missing. $300 or best offer. Richard S. Hiltz, 9191 Hartwell Ave., Detroit 28, Mich.

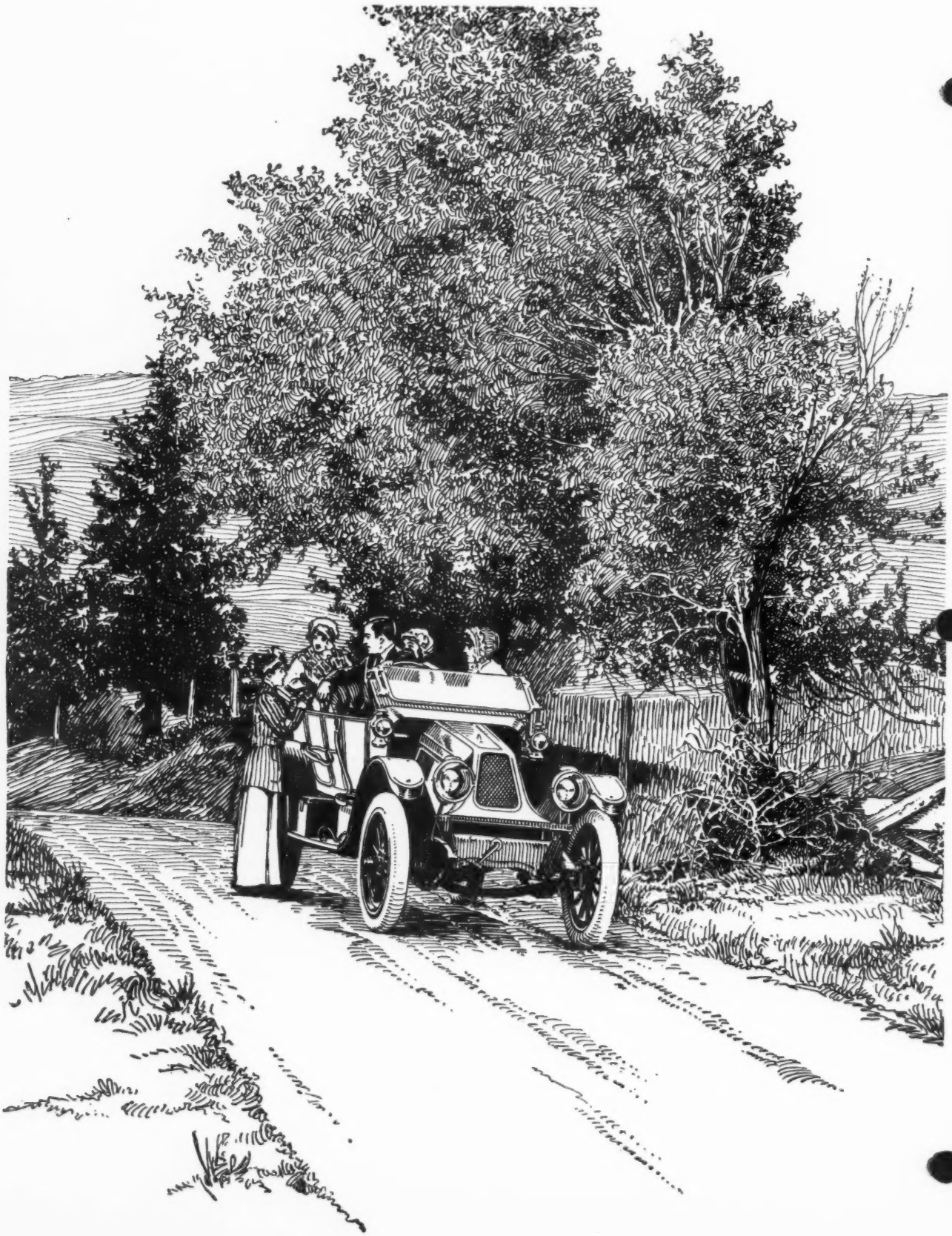
Franklin Sedan, mid-twenties, fair shape. Tucker Auto Parts, Des Moines, Iowa. Lead by member Larry Lau of Des Moines.

1930 Model 145 five pass. sedan, very fine condition, 4 speed trans. Jean Bennett, Clifton Springs Sanitarium, Clifton Springs, N. Y.

Long Island Auto Museum offers a free Tenth Anniversary Gift—Write for this beautiful full color print of an automobile picnic scene of about 1911 by Leslie Saalburg featuring ten of the finest cars from the Henry Austin Clark Jr. Collection. Print size 21½" by 14½" overall; originally published in smaller size in "The Lamp". Send 25c in coin to cover cost of packing and shipping to:

Long Island Museum
Southampton, New York



Judge Johnathan Tibbitts of California is the regular pilot of this gorgeous Series 12, in fact the Judge has rolled up 90,000 miles since he owned it. Back in 1928, when the Judge had just graduated, this car was on the dealer's floor but the then impecunious Johnathan did not have the wherewithal, so he had to follow through two owners and eight years before he was able to buy it.

The line up below belongs to Charles R. Woods, of Wooddale, Illinois, that is. The front car is his 1929 Series 137 with which he won the Illinois Region (AACA) Spring Reliability Run just about a year ago. Next in line is a 1930 Airman, then a 1929 Series 135 and a 1931 wire wheeler. A fifth Franklin from the Woods stable is missing